



#healthyplym



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## HEALTH AND WELLBEING BOARD

### SUPPLEMENT PACK

Thursday 9 November 2017

10.00 am

Warspite Room, Council House

**Members:**

Councillor Mrs Bowyer, Chair

Councillors Beer and Tuffin.

**Statutory Co-opted Members:** Strategic Director for People, NEW Devon Clinical Commissioning Group representatives, Director for Public Health, Healthwatch representative and NHS England.

**Non-Statutory Co-opted Members:** Representatives of Plymouth Community Homes, Plymouth Community Healthcare, Plymouth NHS Hospitals Trust, Devon Local Pharmaceutical Committee, University of Plymouth, Devon and Cornwall Police, Devon and Cornwall Police and Crime Commissioner and the Voluntary and Community Sector.

**Please find attached additional information for your consideration under agenda items 6 and 9.**

**Tracey Lee**

Chief Executive

## **Health and Wellbeing Board**

- 6. System Improvement Board (Update Report): (Pages 1 - 8)**
- 9. Plymouth Report: (Pages 9 - 96)**

## PLYMOUTH CITY COUNCIL

<b>Subject:</b>	Children and Young People's System Design Group update
<b>Committee:</b>	Health and Wellbeing Board
<b>Date:</b>	9 <sup>th</sup> November 2017
<b>Cabinet Member:</b>	Councillor Terri Beer
<b>CMT Member:</b>	Carole Burgoyne (Strategic Director for People)
<b>Author:</b>	Emma Crowther, Strategic Commissioning Manager
<b>Contact details</b>	Tel: 01752 304009 email: emma.crowther@plymouth.gov.uk
<b>Ref:</b>	CYP SDG
<b>Key Decision:</b>	No
<b>Part:</b>	I

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### **Purpose of the report:**

The purpose of the report is to provide an update to the Health and Wellbeing Board on the work and progress of the Children and Young People's Partnership System Design Group (CYPSDG) and provide the opportunity for challenge back to the Group.

The Children and Young People's Partnership System Design Group (CYPSDG) aims to ensure that children and young people have the Best Start to Life and that Plymouth is a great place to grow up where children and young people are happy, healthy and aspiring.

This group has merged the Children and Young Peoples Partnership (CYPP), which was formerly the Children's Trust, and the System Design Group responsible for the Children and Young People Integrated Commissioning Strategy.

The CYPSDG has three functions:

- To bring key stakeholders together to have oversight of the needs of children and young people in Plymouth;
- To drive and monitor the progress of a programme of change for services for children and young people in the city;
- To cascade key messages and requirements to organisations and partners in Plymouth.

The group comprises systems leaders for children and young people in Plymouth (see Appendix One), and meets four times a year. Larger events including wider system stakeholders are due to be held twice a year. The CYPSDG is chaired by Carole Burgoyne, Strategic Director for People.

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### **The Corporate Plan 2016 - 19:**

The work of the CYPPSDG aligns to the values of the Corporate Plan:

We are Democratic – the CYPSDG includes a range of stakeholders who are systems leaders, as well as representation from parents. We ensure that the voice of each member of the group is able to be heard. We hold larger stakeholder meetings twice a year to ensure wider visibility and engagement.

We are Responsible – the CYPSDG holds members to account through the scrutiny of updates on progress across the children and young people system, and provides challenge and solution focussed thinking to unblock any issues.

We are Fair – we are transparent in how the CYPSDG operates, with minutes and opportunities for feedback shared amongst members. Each member has an equal voice and is treated with respect.

We are Partners – the CYPSDG provides strong strategic leadership across the children and young people's agenda and supports collaborative, solution focussed working.

The work of the CYPSDG also aligns with the vision for Plymouth, particularly in relation to Pioneering Plymouth and Caring Plymouth.

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### **Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land:**

The work of the CYPSDG seeks to drive forward efficiencies through the joining up of the children and young people's system; a key aim is to identify duplication and new ways of working.

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### **Other Implications: e.g. Child Poverty, Community Safety, Health and Safety and Risk Management:**

The work of the CYPSDG has implications and links across a wide range of agendas and strategic plans, particularly in relation to securing better outcomes and experiences for children and their families. These include the Child Poverty Action Plan, the Plan for Employment and Skills and the Safer Plymouth Partnership Plan.

### **Recommendations and Reasons for recommended action:**

The recommendation is for the Health and Wellbeing Board to request a progress update from the CYPSDG at regular intervals. Any challenges on progress from the Health and Wellbeing Board would be considered by the CYPSDG and updates provided.

**Sign off: Carole Burgoyne, Strategic Director for People**



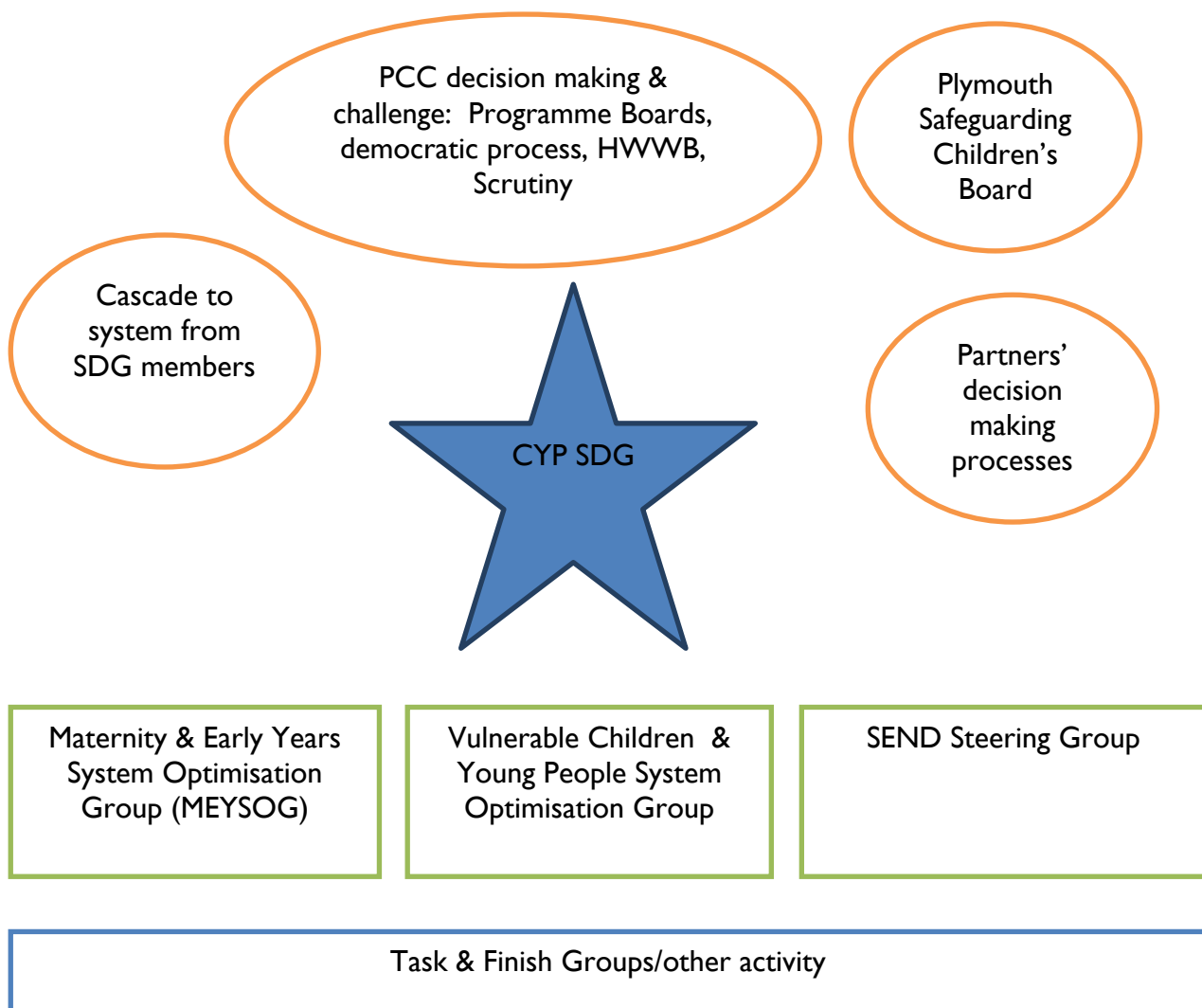
## 1.0 Introduction

The Children and Young People's Partnership System Design Group brings together the work of the Children and Young Peoples Partnership (CYPP), which was formerly the Children's Trust, and the System Design Group responsible for the Children and Young People Integrated Commissioning Strategy. The group aims to have oversight of the programme of work relating to children and young people in Plymouth. The group includes system leaders and provides oversight and challenge.

This report sets out the progress made during 2017.

## 2.0 Governance

In terms of governance the CYPSDG sits above three systems Optimisation/Steering Groups: The Maternity and Early Years System Optimisation Group (MEYSOG), the Vulnerable Children and Young People System Optimisation Group and the SEND Steering Group. Each group has its own membership and Terms of Reference. The diagram below shows the other system influences and connections in relation to the CYPSDG.



### 3.0 Progress to date

Each meeting of the CYPSDG receives updates from the SOG's/Steering Groups, and a request for further support or challenge from the group. The table below summarises the updates for 2017 on key activity:

SOG/Steering Group	Key objectives	Key activity	Next steps
MEYSOG	Improve Maternity Services through the delivery of action plans in response to the 'Better Births' and 'Saving Babies Lives' initiatives	CCG commissioner lead identified The Local Maternity system (LMS) group formed 19.09.17. Meeting twice monthly Priority areas identified as: 1. Acute Services review- follow-up work 2. BB Recommendation 5: Multi-professional working, breaking down barriers between midwives, obstetricians and other professionals to deliver safe and personalised care for women and their babies 3. BB Recommendation 4: Better postnatal and perinatal mental health (work stream already responding to this)  Undertake benchmarking exercise – Acute Trust Better births plans and dashboard data	LMS: Agree how LMS reps are going to create links with all respective parts of the system- public health, infant mental health, MEYSOG Agreed: LMS rep to join MEYSOG T&F group to progress work following on from Acute Services Review Acute provider plans for implementation of Better Births to be scrutinised by LMS Local: T&F group to review local wider system antenatal care offer. This will interface with BB rec 6 which focuses more on the community care and interface with other services that support families
	Determine the future model and procurement options for Health Visiting and Children's Centre offer for April 2019 onwards	Recommendation for inclusion of Health Visiting within the scope of Integrated Community Health and SEND Support AND separately explore commissioning options for children centres for the future ratified. More detailed work to shape the business case is ongoing.  Commissioning plan for Early Help and Targeted Support has been drafted. It includes the recommendation for Children centres to be included in the scope of this offer. This will be presented to the Vulnerable Children SOG in November.	Complete progress for ratification of decision with reference to Children centres
	Implement peri-natal and maternal mental health service and pathways	Recruitment / commencement of posts progressing Soft launch of Plymouth specialist peri-natal service for Plymouth September 2017. Co-located with infant mental health team in Children Centre Further design work to pathways being progressed with professional design events held July / August. Consultation event held with mothers and families with lived experience held with good representation spread of mothers. Separate project group overseeing Mother and Baby unit build (est. Xmas 2017)	Continued commencement of staff towards full capacity Continue pathway design for Plymouth as the new service comes on-line Feedback event for user in autumn Link to MBU developments for the peninsula for pathway design Building communication

VCYP SOG	<p>Development of early help and targeted support commissioning plan</p> <p>Review complex families support pathway</p> <p>Review complex adolescents support pathway</p> <p>Review trauma recovery pathway</p>	<p>Draft Commissioning Plan has been produced and shared with SOG members in August. SOG members to share with their own organisations and provide critique / feedback.</p> <p>The plan makes 2 recommendations:</p> <ul style="list-style-type: none"> <li>• Integrate the early help and targeted support system offers</li> <li>• Service offers are delivered in line with iThrive principles and Early Help Outcomes Framework</li> </ul> <p>Complex Families pilot being led by Livewell; 2 primary schools identified for participation.</p> <p>Trauma recovery pathway – 3 recommendations were agreed by the SOG</p>	<p>SDG partners to feedback on draft commissioning plan as appropriate</p> <p>SOG to identify integration options for the early help and targeted support offer (by January 2018)</p> <p>Complex Families Pilot to feedback on operational practice changes and impact on outcomes</p> <p>Complex adolescents work to feedback to SOG in October</p> <p>Trauma recovery group to meet and agree service offer map</p>
SEND Steering Group	<p>To oversee the successful implementation of the SEND Reform Programme</p> <p>To provide the system design task and finish group for Community Health, Wellbeing and SEND Integration</p>	<p>Ofsted/CQC SEND Local Area Inspection completed and feedback built into self-evaluation and action plan</p> <p>Self-evaluation completed and action plan monitored</p> <p>Education, Health and Care Plans fully implemented</p> <p>On track of transfer of Statements to ECHPs within the expected timescale</p> <p>Data and Performance Working Group (wide stakeholders) established</p> <p>Overseen range of task and finish work streams</p> <p>Parent/Carer Forum voice established within group</p> <p>Young People's Forum for SEND established</p> <p>Engagement sessions completed regarding the principles of integrated working for SEND</p>	<p>Integration proposal now developed and being considered through Steering Group (12/9/17) and SDG.</p> <p>Engagement work regarding operating models to deliver Community Health, Wellbeing and SEND.</p> <p>Refocusing SEND Steering Group to drive improvement post SEND Reform period (September 2017)</p>

Other key work included a revision of the Terms of Reference and membership of the group in June/July 2017 to ensure appropriate attendance and encourage engagement. The group has also undertaken a review of the CYP Plan on a Page to make sure this remains relevant.

In terms of communication, a Yammer (secure social media) site has been set up to be able to cascade information to group members and encourage dialogue in between meetings.

The Strategic Commissioning Manager for Children and Young People has met with the Business Manager for the Plymouth Safeguarding Children Board to discuss ensuring visibility of agendas across both the CYPSDG and the PSCB.

A wider stakeholder event is being held in the afternoon of 9<sup>th</sup> November in the Guildhall. The attendees include school staff, children's centres and other representatives from the children and young people's system. The agenda for the event includes an update on the Plan for Education and work on Early Help. There is to be a workshop on strategic participation and also an update on the NSPCC work with Children's Social Care to deliver Together for Childhood (the prevention of Sexual Abuse). The event is organised in a similar format to Team Plymouth, so that partners can have stalls showcasing the work of their organisations.

#### **4.0 Conclusion**

The work of the CYPSDG is progressing well and partners are engaged with meetings. The effectiveness of the group in providing oversight and challenge to the children and young people's system will continue to develop into 2018.

Emma Crowther

Strategic Commissioning Manager

November 2017

## **APPENDIX ONE – MEMBERSHIP OF THE CYPSDG**

The CYPPSDG is comprised of:-

- Strategic Director for People (Director of Children's Services);
- The Cabinet Member for Children, Young People and Families (observer);
- Assistant Directors – Children, Young People and Families and Education, Participation and Skills;
- Strategic Integrated Commissioning Lead;

Representation from the following:

- Plymouth Hospitals NHS Trust (PHNT);
- Livewell;
- NEW Devon Clinical Commissioning Group;
- Devon and Cornwall Police;
- The Voluntary and Community sector;
- Head Teachers;
- Further Education;
- Parents;
- Public Health;
- Children and young people;
- Participant observers when required.

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**PLYMOUTH**  
CITY COUNCIL

# PLYMOUTH REPORT

October 2017



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# I. INTRODUCTION

The Plymouth Report aims to provide an overview of the key needs and issues facing the city, with an accompanying narrative about the shared challenges and opportunities it faces in its aspiration to become one of Europe's most vibrant waterfront cities where an outstanding quality of life is enjoyed by everyone.

The report has been developed using a wide range of existing data sources and reports, many of which can be found on the [Data Plymouth](#) website. Where possible, chapters have been aligned with the [Plymouth and South West Devon Joint Local Plan 2014-2034](#), the city and surrounding area's long term strategic plan. It is hoped that this will enable debate and discussion as to whether city plans and resources are aligned with meeting the needs of its communities.

The Plymouth Report meets the locally defined requirement to produce a Joint Strategic Needs Assessment (JSNA) as well as act as the Annual Monitoring Report (AMR) for the Planning Authority. It will be updated annually and regular examination of information will enable an ongoing programme of detailed analysis of some of the bigger challenges facing the city and where significant intelligence gaps have been identified.





The report is presented across four sections:

### **LIVING PLYMOUTH**

This section introduces the city's geography and population, as well as needs from a neighbourhood perspective, covering issues such as community cohesion, transport, the environment, crime, deprivation, education and housing.

### **HEALTHY PLYMOUTH**

This section covers issues including life expectancy, mortality, chronic diseases, mental health, child health, lifestyle behaviours, vulnerable groups and health care.







## **GROWING PLYMOUTH**

This section covers employment and jobs, wages, unemployment and poverty, productivity, innovation, labour demand, skills and education, infrastructure, exports, strategic transport connectivity, housing delivery and the visitor economy.

## **CHALLENGES AND CONCERNS**

In the context of the city's aspirations, this section presents the main areas of concern that have emerged from the preceding sections, aiming to provide the reader with some further food for thought.

## EXECUTIVE SUMMARY

### Economy

- Plymouth is one of the largest cities on the south coast and the 15th largest city in England with a population of approximately 262,700, an economic output of £5.2 billion, providing 108,000 jobs and with a further 100,000 people in its travel to work area (2016).
- Plymouth is the most significant economic centre in the southwest peninsula and the largest urban area in the Heart of the South West (HotSW) Local Enterprise Partnership (LEP).
- Plymouth currently has a marginally higher employment rate than nationally (74.8 per cent compared to 74.2 per cent) and an economic activity rate also slightly higher than the national average (78.6 per cent compared to 78.0 per cent). However it is around productivity and its drivers where the city struggles. Productivity in the Heart of the South West is running at less than 80 per cent of the national average. Gross Value Added (GVA) per head has fallen for the second consecutive year from 79.3 per cent (2014) to 78 per cent (2015). This represents the scale of the productivity challenge that Plymouth and the South West faces. Plymouth's GVA per head in 2015 stands at 78.0 (or £19,762) compared to national figures of 103.2 (or £26,159).
- Increasing productivity levels for the city will require a range of interventions and investment. One of the city's highest priorities is connectivity and redressing historic underinvestment in transport infrastructure leading to issues around capacity and resilience. This will require major strategic investment to upgrade the rail links that serve the South West, (as identified in the Peninsula Rail Task Force's (PRTF) long term plan) as well as upgrading the strategic road network.
- Plymouth is 'Britain's Ocean City', its connections to the sea go back to the sailing of the Mayflower in 1620 and now include western Europe's largest naval base, a thriving commercial and ferry port, a significant fishing industry, and one of the most significant global concentrations of marine research and production. This has led to a world-leading marine technology capability where Plymouth has significant sector strengths and competitive advantage on which it can build.
- The marine industries, advanced manufacturing and the defence sector (including nuclear) represent clear areas of competitive advantage on which to drive further increases in productivity. Plymouth is recognised for its strength across these industries, with global companies and world-leading research institutions already based here.
- Improving skills and addressing current and future skills gaps, particularly in Science, Technology, Engineering, and Mathematics (STEM) subjects, to grow, keep and attract a skilled workforce now and in the future is a critical challenge. This needs to be coupled with greater freedoms in developing the right skills within our workforce, including better careers advice and a more flexible skills offer that is informed by closer working with local businesses.
- While significant strides have been made to build diversification and resilience into the Plymouth economy, there is still an over-dependence on the public sector for employment. A profound challenge in Plymouth therefore is the cuts to public sector budgets. These cuts are so significant that public services will not be able to remain the same. The city has begun to, and will need to continue to, collaborate with partners from across the public sector, as well as voluntary, community, faith sector and local businesses, to find new ways of serving the needs of local citizens and businesses. This includes considering options such as integrated public services, greater use of technology, commercialisation, and outsourcing, and new models of public service delivery.



- Plymouth's average full time weekly earnings is £481.50 compared to £513.20 in the South West (2016). This is a decrease from £483.90 in 2015<sup>1</sup>. The gender pay gap in the city also persists with men earning on average £500.80 weekly gross pay compared to women at £454.80 (2016)<sup>2</sup>. This is a decrease for both men and women on 2015 pay levels.
- The city is also seeing a rise in families experiencing in-work poverty or caught in cycles of low pay/no pay. Added to this is a large number of people who are economically inactive due to long-term sickness.
- Plymouth is a relatively self-contained city in terms of employment, with 67 per cent of all workers usually resident in the city also working there. The majority of journeys to work in Plymouth are made by car.

## Environment

- Plymouth offers a high quality of life, enclosed by both Plymouth Sound and Dartmoor and, as such, the city's natural capital assets are unparalleled. This provides an enviable setting with an abundance of green spaces and marine areas which, as well as contributing to health, are able to provide natural solutions to climate change impacts, including reducing flooding, improving water quality and enabling wildlife to thrive.
- Plymouth is fortunate to have green and blue assets that are unrivalled amongst major UK cities. Over 40 per cent of Plymouth is designated as greenspace, and three Areas of Outstanding Natural Beauty, a European Marine Site, a Marine Conservation Zone and Dartmoor National Park surround the city. The 60 kilometres of Plymouth's waterfront, consisting of the land and the adjacent waters, is arguably the city's most valuable asset and is central to its identity as Britain's Ocean City and vision to become 'one of Europe's most vibrant waterfront cities'.
- There are more than 666 miles of footways alongside roads in Plymouth and most of the city's off-road routes are available to both pedestrians and cyclists. Continued growth in walking and cycling as an alternative to many car journeys supports Plymouth's sustainable development, alongside improving the city's health. 2.6 per cent of Plymouth's residents cycle to work. Although this proportion has remained the same from 2001 and 2011, cycling has increased by at least 50 per cent over the last six years. Commuting by bus is higher in Plymouth than across England and Wales (excluding London), placing the city in the top 20 per cent of authorities for this.
- The city does face many challenges. For example, air quality in some parts of Plymouth is unacceptably poor, due primarily to heavy traffic use and congestion. This is not an issue unique to Plymouth and, as such, the solutions must rely on a combination of national and local initiatives. Plymouth also needs to take sustainability seriously, finding new and efficient ways of protecting the environment, adapting to climate change and delivering on affordable energy and food.

## Population

- Plymouth, at mid-year 2016, had an estimated population of 264,200; females accounting for 50.2 per cent and males 49.8 per cent (reflecting the England split of 50.6 per cent and 49.4 per cent) respectively). The population has increased by over 15,000 individuals (6.0 per cent) since the 2006 mid-year population estimate, yet this is below the growth rate in both the South West (7.7 per cent) and England (8.4 per cent).
- The Office for National Statistics (ONS) estimates that the city's population will be around 282,700 by 2034, a projected increase of 7.0 per cent.

<sup>1</sup> Nomis (2016), Labour Market Profile, Weekly full time earnings by residence

<sup>2</sup> ONS from Nomis (2016), Annual survey of hours and earnings by residence, accessed July 2017

- A growing population is an indicator of a successful city, as is greater diversity within the population, creating a modern, cosmopolitan city. The city has ambitious plans to grow its population to 300,000 by 2034. However, ONS projections indicate that Plymouth will fall short of this (282,700) if growth continues as projected.
- There will be a major shift in the population structure of Plymouth over the next 20 years as the proportion of the population aged 65 and over increases. ONS projects a rise in the percentage of the population locally in this age group, from 17.8 per cent in 2016 to 22.3 per cent by 2034.

### Education

- Plymouth has made good progress in recent years in education, skills, and opportunities for young people, with improvements in school performance and better educational outcomes and attainment for our children. Ofsted estimates that 83.3 per cent of pupils are in 'good' or 'outstanding' primary schools and 86 per cent of pupils are educated in secondary schools judged to be at least 'good'.
- Overall, Plymouth pupils with special educational needs and disabilities (SEND) out-performed pupils with SEND nationally, regionally and from within our statistical neighbour authorities. Additionally, the gap between the attainment of disadvantaged children and all other pupils in Plymouth is smaller than the gap nationally, regionally, and amongst our statistical neighbours.
- The city's Further Education and Higher Education bodies (Plymouth University, Plymouth University of St Mark and St John, City College Plymouth, and Plymouth College of Art) represent a significant pool of knowledge and innovative potential and Plymouth continues to attract large numbers of students (approximately 23,000) who make a vital contribution to the current and future life of the city.

### Inequalities

- A deprived area is conventionally understood to be a place in which people tend to be relatively poor and are more likely to face challenges such as ill health, lower educational attainment, unemployment, limited access to goods and services, and inferior housing.
- There is a long-standing awareness of the deprivation that exists in Plymouth. These inequalities occur both geographically across the city, and within and across communities, with disadvantaged and marginalised populations most severely affected. The proportion of residents in Plymouth experiencing deprivation due to low income has increased in recent years.
- The number of lower super output areas (LSOAs) in the most deprived 10 per cent (income domain of the index of multiple deprivation (IMD) 2015) has increased from 12 in 2010 to 19 in 2015. These LSOAs have a combined population of 29,751 residents (11.5 per cent of the city's population).

### Housing

- The delivery of housing is central to the city's growth agenda. Building the right type of homes in the right place at the right price, while creating quality environments, is necessary for Plymouth's citizens to thrive. A profile of Plymouth's housing stock, taken from the 2011 Census, shows that Plymouth has less detached houses than regionally or nationally and more terraced houses and flats.
- Over the last 10 years, Plymouth has seen 8,575 homes delivered, 92 per cent of which were built on previously developed land. The Joint Local Plan seeks to deliver 19,000 new homes by 2034 in the Plymouth Policy area, of which



at least 4,550 will be affordable. However, according to the National Housing Federation, the South West is facing a combination of high house prices and low wages resulting in an acute housing crisis.

- In comparison with the UK and much of the South West, Plymouth has relatively low levels of owner occupation with 59.5 per cent locally as opposed to 68 per cent regionally and 64.1 per cent nationally. The average property price in Plymouth has increased from £139,543 to £168,043 in the past five years.
- Recent welfare reforms have impacted on the affordability of both social and private rented tenancies, with levels of benefit received for some tenants reduced. Data suggests that there are significant inequalities in quality of housing, particularly for certain groups (such as those on a low income, vulnerable families and migrant workers) who are increasingly being reported as living in poor conditions.

## Health and wellbeing

- Health and wellbeing is determined by a complex interaction between an individual's personal fixed characteristics (age, gender and genetics), and factors such as their lifestyles choices, the social and physical settings in which they live, and the wider socio-economic, cultural, and environmental conditions. Together these are known as the 'determinants of health'. Health and wellbeing needs increase with age, with a higher burden of chronic disease, susceptibility to the negative impacts of social isolation, and an associated raised need for health and social care services and carers.
- Overall the health and wellbeing of the Plymouth population is mixed compared with the England average. From 2001-03 to 2012-14 life expectancy in Plymouth has improved by 2.8 years for males (to 78.5 years) and 2.1 years for females (to 82.5 years). In terms of inequalities, the life expectancy gap between those living in the most deprived areas and those in the least deprived areas remains significant. Healthy life expectancy in Plymouth (the average number of years a person can expect to live in good health) was significantly lower than the England average for both males and females in 2012-14.
- Of the 30 indicators presented in the 2017 Public Health England Health Profile<sup>3</sup>, Plymouth has 10 that are significantly worse ('red') compared to England. These include breastfeeding initiation, rates of under-18 alcohol-related hospital admissions, and hospital stays for self-harm.
- The health and wellbeing of children in Plymouth is also mixed compared to the England average according to the 2017 Public Health England 'Child Health Profile'<sup>4</sup>. Plymouth is significantly better ('green') for eight of the 32 indicators compared to England including levels of obese children aged 10-11 years, vaccine uptake, and child dental health. In contrast Plymouth compares negatively to England for 12 indicators including levels of obese children at 4-5 years, good levels of development at end of reception year, and 16-18 year olds not in education, employment, or training.
- The quality and quantity of social relationships can affect people's mental and physical health with evidence linking both social disconnectedness and loneliness to early mortality. The most recent statistics available for community cohesion come from the Plymouth Wellbeing Survey 2014. This found that 52.7 per cent of Plymouth residents felt that people from different backgrounds get on well together in their local area. The 2014 survey also found that 88.5 per cent of respondents felt safe outside in their local area during the day whilst 62.3 per cent of respondents did so after dark. Levels of crime in Plymouth

3 Health Profile 2017: Plymouth, Public Health England, 04 Jul 2017

4 Child Health Profile: Plymouth, Public Health England, Mar 2017

remain relatively low at 67.3 crimes per 1,000 residents compared to similar areas at 79.63 per 1,000 residents. Overall crime has seen a decreasing trend in Plymouth over the last five years.

- According to ONS, 73.8 per cent of respondents in Plymouth recorded a 'high' or 'very high' happiness score in 2015/16, a negligible decrease from 74 per cent in 2012/13. In contrast England's value has increased over the same time, from a lower starting value of 71.5 per cent to 74.7 per cent. Valuing mental health to the same degree as physical health enables NHS and local authority health and social care services to provide a holistic, 'whole-person' response to each individual in need of care and support. In 2015 there were over 26,200 people in Plymouth estimated to be suffering from common mental health problems including depression, anxiety, and obsessive compulsive disorder. Over 11,700 Plymouth residents aged 18-64 years in 2015 were estimated to have more than one mental health problem; a figure that is projected to decrease to around 11,500 by 2030.
- Alcohol and drug (illegal and prescribed) dependence are significant issues for Plymouth. These dependencies are commonly associated with mental health problems, homelessness, and offending, and have negative impacts on families and children.

## 2. LIVING PLYMOUTH

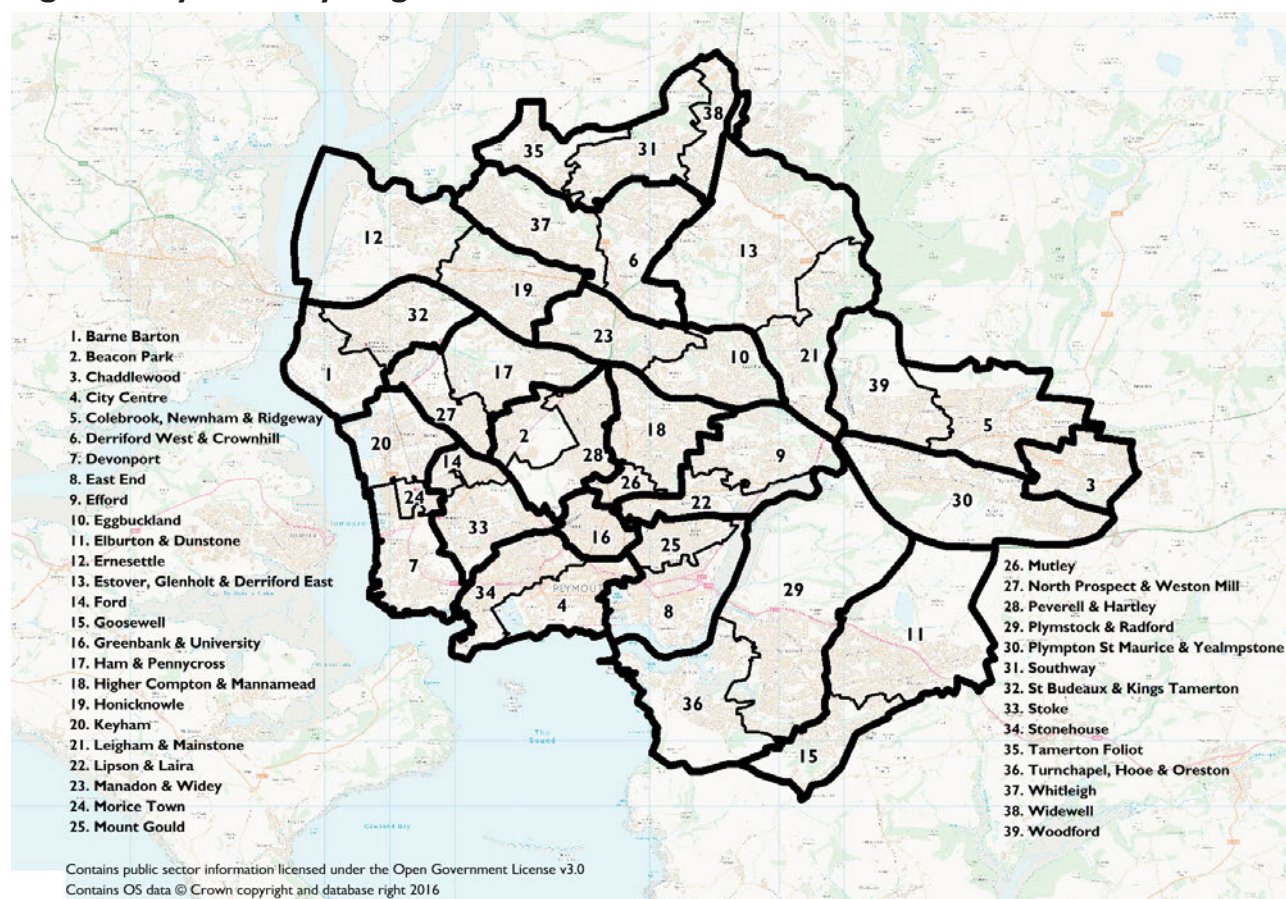
The following section highlights some of the key issues affecting neighbourhoods and communities across the city.

### 2.1 Plymouth geographies

Plymouth is divided into 39 neighbourhoods. These neighbourhoods are aggregations of the city's 161 Lower Super Output Areas (LSOAs)<sup>5</sup>. As well as existing in their own right, the neighbourhoods can be grouped together to form 20 electoral wards, five neighbourhood deprivation groups, and a variety of other local geographies.

Plymouth's neighbourhood and electoral ward boundaries are shown in Plymouth's neighbourhood and electoral ward boundaries are shown in Figure 1..

**Figure 1: Plymouth by neighbourhood and electoral ward**



The neighbourhoods that make up each of the 20 electoral wards are shown in Appendix A.

Local profiles are available that contain a variety of information at sub-city levels (including neighbourhood and electoral ward) in comparison to Plymouth as a whole. The area profiles provide a summary of key health and social care indicators whilst the 2011 Census profiles provide some of the main findings from the 2011 Census.

<sup>5</sup> LSOAs are part of a geographical framework developed for the collection and publication of small-area statistics. They are not often subject to boundary changes and are of a specified minimum population making them suitable for comparison over time.

## 2.2 Population

### 2.2.2 Current structure

Understanding the size and structure of Plymouth's population is fundamental if the Council and its partners are to have the ability to prioritise and deliver services efficiently. In light of the current national economic situation, this statement carries considerably greater weight than it has done for many years.

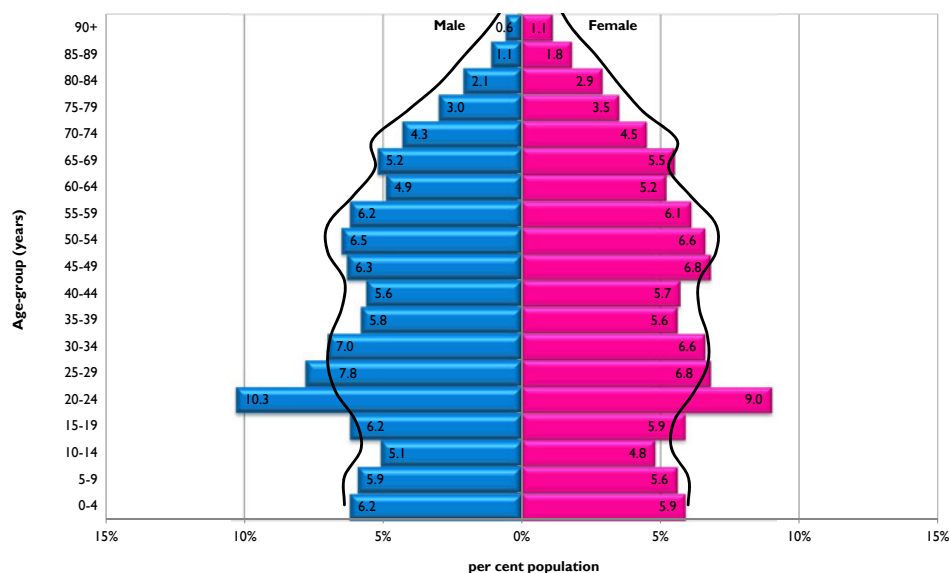
Plymouth, at mid-year 2016, had an estimated population of 264,200; females accounting for 50.2 per cent and males 49.8 per cent (reflecting the England split of 50.6 per cent and 49.4 per cent)<sup>6</sup>.

A population pyramid for Plymouth by age-group and gender compared to England is presented in Figure 2.

Comparisons between Plymouth, South West and England by key age-groups are shown in Table 1. In 2016, children and young people (CYP) under 18 accounted for 19.8 per cent of the population. Further splitting this group reveals 17.7 per cent of the population were under 16 whilst 6.0 per cent were under 5. Due to approximately 23,000 students residing in the city, the percentage of 18-24 year olds (12.6 per cent) is higher than that found regionally (8.6 per cent) and in England (8.8 per cent). A large proportion of the students move out of the city once they graduate and is both a cause and result of a number of issues discussed in the 'Growing' chapter.

The proportion of the working-age (15-64 year old) population (65.4 per cent) is higher than that in the South West (61.9 per cent) and England (64.2 per cent). 17.8 per cent of people in Plymouth were aged 65 years and older, 8.1 per cent were 75 years and over, and 2.4 per cent were 85 years and over.

**Figure 2: Population pyramid Plymouth and England, 2016**



Line = 2016 England mid-year population estimates

Bars = 2016 Plymouth mid-year population estimates



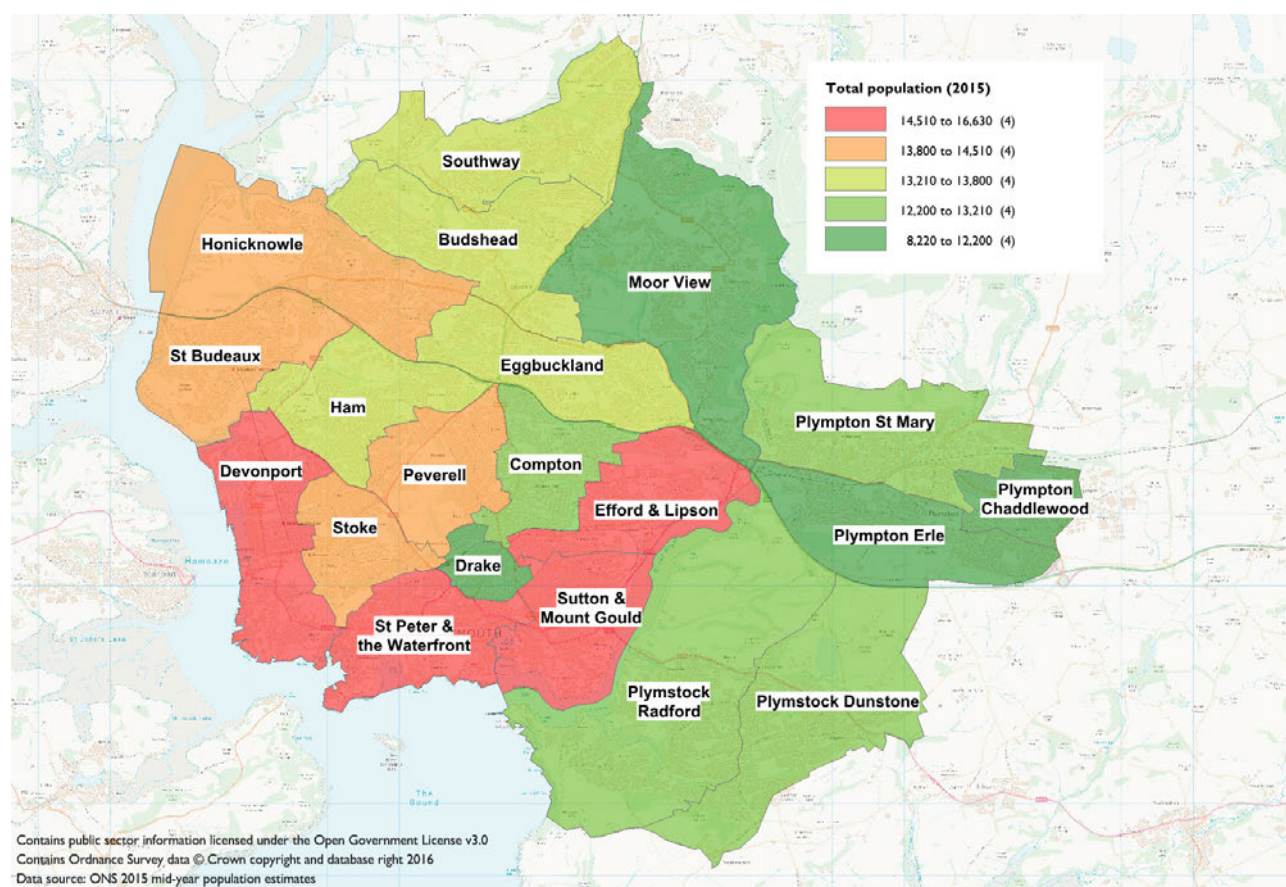
**Table 1: Numbers and percentages in key age-groups in Plymouth, the South West, and England, 2016**

Age group	Plymouth		South West		England	
	Numbers	Percent	Numbers	Percent	Numbers	Percent
Under 5	15,881	6.0	306,112	5.5	3,429,046	6.2
Under 16	46,808	17.7	967,759	17.5	10,529,100	19.1
Under 18	52,354	19.8	1,090,637	19.8	11,785,277	21.3
18-24	33,253	12.6	474,181	8.6	4,881,655	8.8
15-64	172,805	65.4	3,414,969	61.9	35,457,660	64.2
65 and over	47,112	17.8	1,190,935	21.6	9,882,841	17.9
75 and over	21,401	8.1	541,468	9.8	4,469,497	8.1
85 and over	6,224	2.4	168,555	3.1	1,328,092	2.4

ONS mid-year population estimates, 2016

2016 population estimates for LSOAs, enabling calculations at sub-city geographies, won't be released until October 2017. Therefore, any data in the following sections that depict population variations across the city, i.e. by ward, are based on the 2015 estimates.

**Figure 3: Total population (numbers) by Plymouth electoral ward, 2015**

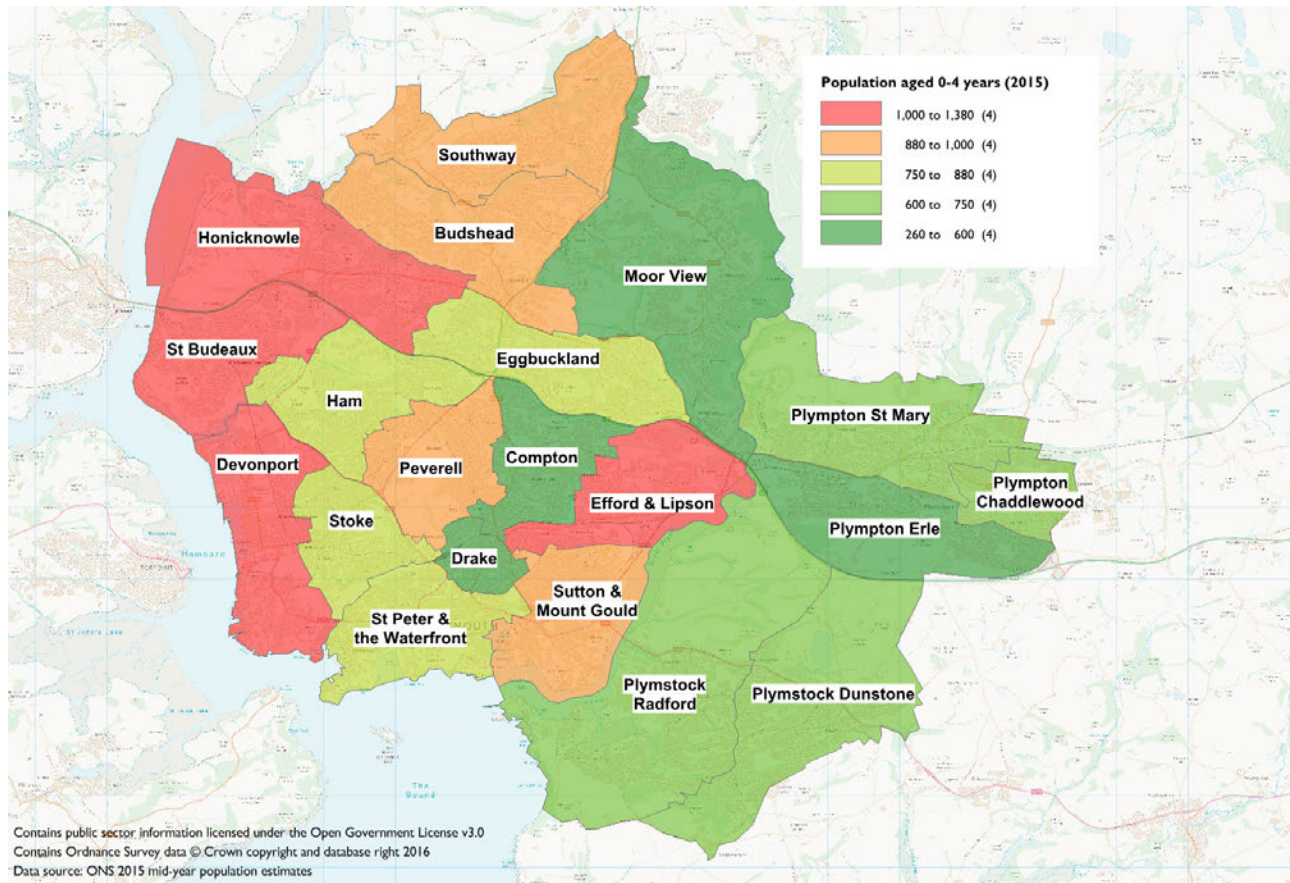


Plymouth's population is not evenly split across the city. There are higher numbers of people living in the wards to the west and southwest of the city (Figure 3). The ward with the biggest population is St Peter and the Waterfront (16,600) whilst Plympton Chaddlewood has the smallest population (8,200).

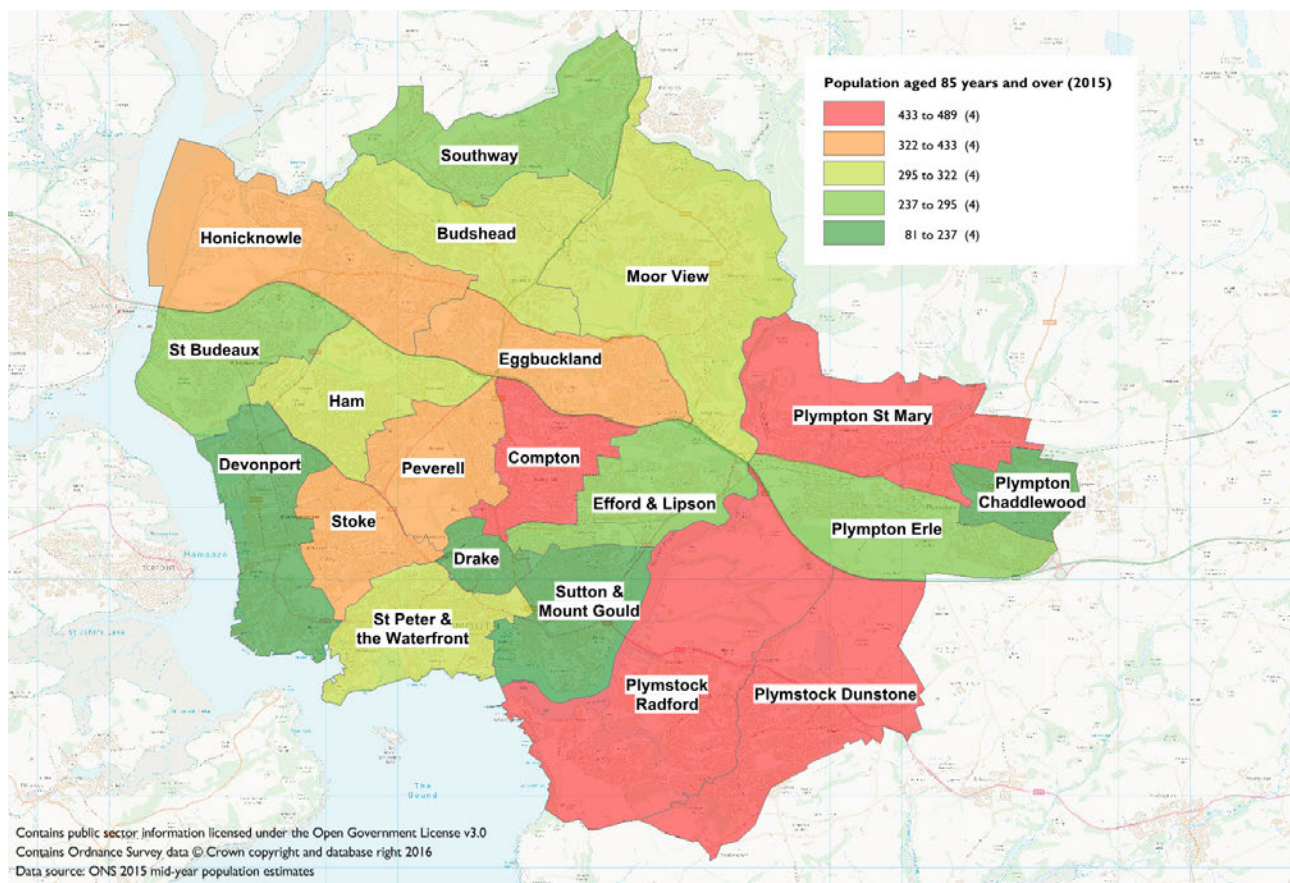
The wards to the west, in addition to Efford and Lipson, have the highest numbers of 0-4 year olds in the city (Figure 4). In contrast, wards in the east, in addition to Compton, have the highest numbers of those aged 85 years and over (Figure 5).



**Figure 4: Population aged 0-4 years (numbers) by Plymouth electoral ward, 2015**



**Figure 5: Population aged 85 years and over (numbers) by Plymouth electoral ward, 2015**



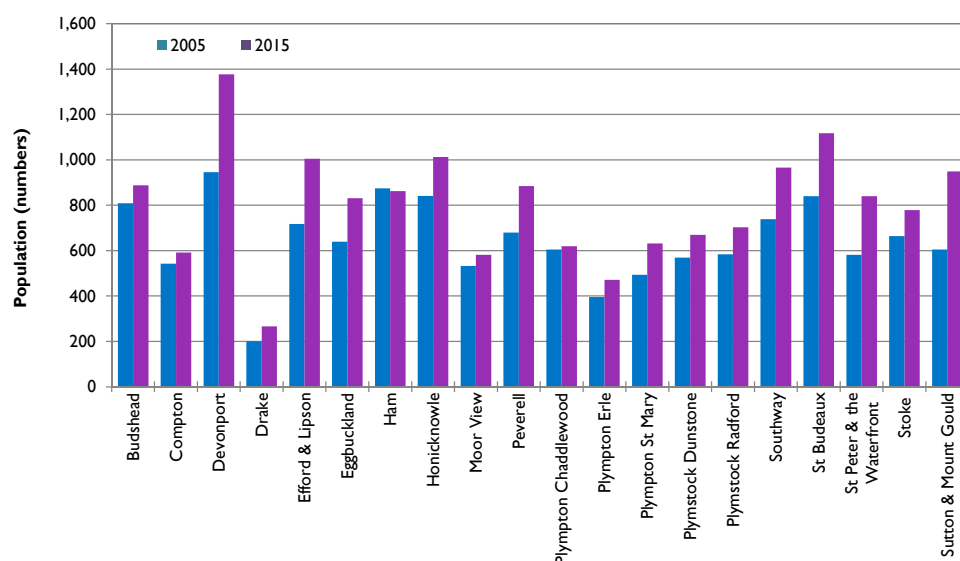
### 2.2.3 Population change over the last 10 years

Plymouth's population has increased by over 15,000 (6.0 per cent) since the 2006 mid-year population estimate, yet this is below the growth rate in both the South West (7.7 per cent) and England (8.4 per cent).<sup>7 8</sup>

The age groups which have seen the biggest percentage increase over the last 10 years are the 60-65 year olds and those aged 90 and over. The age-groups which have seen the biggest percentage decrease over the last 10 years are the 40-44 and 35-39 year olds.<sup>9 10</sup>

Between 2005 and 2015 the changes seen in individual wards has also been varied. The wards of St Peter and the Waterfront, and Devonport have seen increases in population by around 2,900 and 2,000 people respectively. In contrast the wards of Ham and Plympton Chaddleswood have seen small decreases over the same time period (a decline of 260 and 83 people respectively).<sup>11</sup>

**Figure 6: Population aged 0-4 years (numbers) by electoral ward, 2005 and 2015**



Change in the youngest and oldest age groups over the last 10 years has also varied across wards. Devonport and Sutton and Mount Gould have seen the biggest increase in 0-4 year olds between 2005 and 2015 (an additional 431 and 344 respectively) whilst Ham has seen a small decrease over the same time period (Figure 6).

Plymstock Dunstone and Plymstock Radford have seen the biggest increase in those aged 85 and over between 2005 and 2015 (an additional 137 and 136 respectively). Four wards (Drake, Stoke, Honicknowle, and Devonport) have all seen decreases in numbers of those aged 85 and over (Figure 7).

<sup>7</sup> Public Health Team, Plymouth City Council, using ONS 2005 and 2015 mid-year population estimates

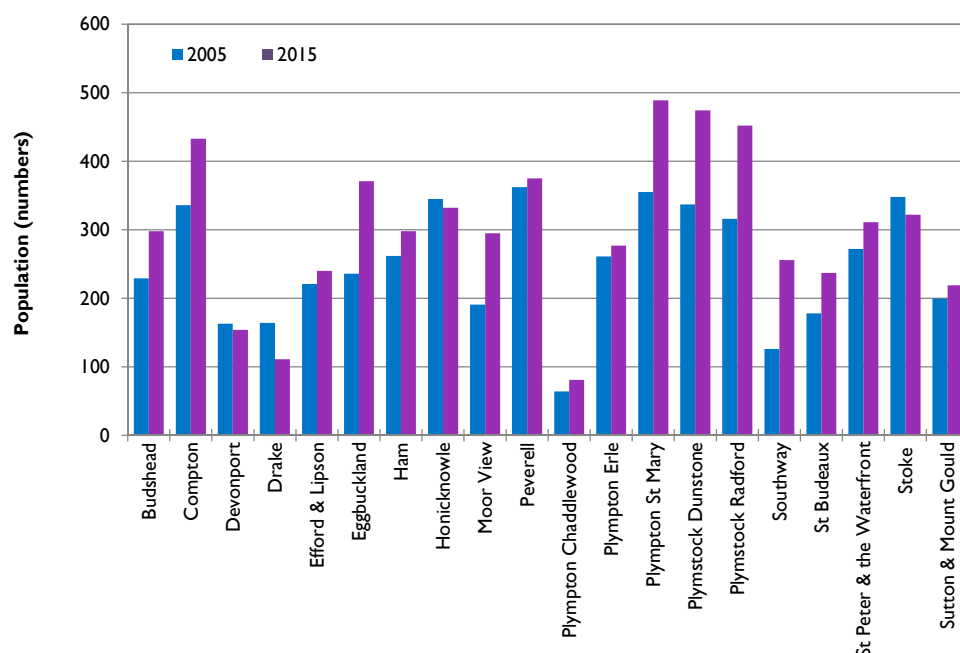
<sup>8</sup> Subnational population projections (2014 based) for local authorities in England: Table 2, May 2016

<sup>9</sup> Public Health Team, Plymouth City Council, using ONS 2005 and 2015 mid-year population estimates

<sup>10</sup> Subnational population projections (2014 based) for local authorities in England: Table 2, May 2016

<sup>11</sup> Public Health Team, Plymouth City Council, using ONS 2005 and 2015 mid-year population estimates

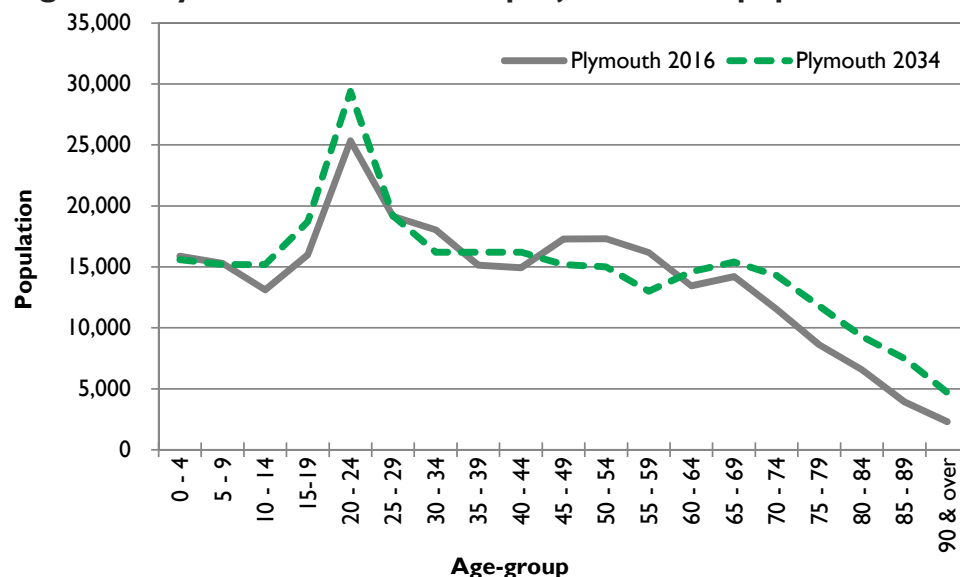
**Figure 7: Population aged 85 year and over (numbers) by electoral ward, 2005 and 2015**



## 2.2.4 Population projections

Plymouth's population continues to grow. The Office for National Statistics (ONS) estimates that the city's population will be around 282,700 by 2034, a projected increase of 7.0 per cent.<sup>12</sup>

**Figure 8: Plymouth's current and projected 2034 populations**



As seen in Figure 8 there will be a shift in the population structure of Plymouth over the next 20 years as the proportion of the population aged 65 and over increases. The ONS projects a rise in the percentage of the population in this age group, from 17.8 per cent in 2016 to 22.3 per cent by 2034.<sup>13</sup> However, it is predicted that Plymouth's population will age more slowly than in the South West or in England. This is reflected by a 33.7 per cent increase in the number of people aged 65 or over between 2016 and 2034 (an additional 15,900 individuals) compared to a 42.9 per cent increase in the South West and a 44.0 per cent increase in England.<sup>14</sup>

<sup>12</sup> Subnational population projections (2014 based) for local authorities in England: Table 2, May 2016

<sup>13</sup> Subnational population projections (2014 based) for local authorities in England: Table 2, May 2016

<sup>14</sup> Subnational population projections (2014 based) for local authorities in England: Table 2, May 2016



In Plymouth, over the same time period, those aged 85-89 and 90 and over will have percentage increases of 91.0 per cent (an additional 3,600 individuals and a total in the age-group of around 7,500) and 104.6 per cent (an additional 2,400 individuals and a total in the age-group of around 4,700) respectively.<sup>15</sup>

At the other end of the age spectrum Plymouth will see a decrease in the percentage of the population aged 0-4 years. The projection is that this age group will see a drop from 6.0 per cent in 2016 to 5.5 per cent in 2034 (see numbers below).<sup>16</sup> This decrease in percentage coincides with that seen in the South West (from 5.5 per cent to 5.1 per cent) and in England (6.2 per cent to 5.6 per cent).

However, it is predicted that the number of Plymouth's 0-4 year olds will also reduce, something not predicted to occur in England or the South West. This is reflected by a 1.8 per cent decrease in the number of children in this age-group between 2016 and 2034 (a decline of 280 individuals) compared to a 2.6 per cent increase in the South West and a 0.9 per cent increase in England.<sup>17</sup>

The city has ambitious plans to grow its population to 300,000 by 2034 however ONS projections indicate that Plymouth will fall short of this (282,700) if growth continues as projected. In order to change this trajectory there needs to be population growth over and above the 'natural change' component of population change. The city requires more inward, and less outward, migration.

An ageing population suggests an increasing need for care and support services and also an increasing burden placed on the working age population. Using data from the 2016 mid-year population estimates Plymouth has a dependency ratio<sup>18</sup> of 52.9, i.e. roughly half of the population is of working age and supporting the other half of the population. Plymouth's value is lower than the value in the South West (61.5) and England (55.9)<sup>19</sup>. The dependency ratio is projected to increase between 2016 and 2034 in Plymouth to 62.8, compared to 77.2 in the South West and 67.1 in England.<sup>20</sup>

As the ratio increases, there is an increased pressure on the economically active part of the population to maintain the welfare of the economically dependent. This is, to a large extent, a national issue in terms of education, health service, and pension provision. However, care and support is often provided by spouses, partners, family members, friends, and neighbours. Informal care and support is therefore an important aspect locally.

Health and wellbeing needs increase with age, with a higher burden of chronic disease, susceptibility to the negative impacts of social isolation, and an associated raised need for health and social care services and carers. An estimated increase of only 0.5 per cent of people of working age in Plymouth over the next 20 years means there will be further implications in terms of balancing income and pensions.

A growing, and overall ageing, population raises a number of challenges for consideration. These include additional demands on provisions of homes, education, and health and social care services.

<sup>15</sup> Subnational population projections (2014 based) for local authorities in England: Table 2, May 2016

<sup>16</sup> Subnational population projections (2014 based) for local authorities in England: Table 2, May 2016

<sup>17</sup> Subnational population projections (2014 based) for local authorities in England: Table 2, May 2016

<sup>18</sup> A dependency ratio is a simple ratio of those of non-working age to those of working age (age 15-64). As the ratio increases there may be an increased burden on the economically active part of the population. Dependency ratios estimate the number of the non-working age population that are dependent on every 100 people of working age for support. They do not take account the proportion of people actually working within each age-group.

<sup>19</sup> Calculated by Public Health Team, Plymouth City Council, 2017

<sup>20</sup> Calculated by Public Health Team, Plymouth City Council, 2017

## 2.2.5 Population sub-groups

### Military population

The Armed Forces are an integral part of the history and heritage of Plymouth. As at October 2016 there were 7,720 UK Armed Forces personnel with a Defence Medical Services Registration i.e. primary healthcare services provided by the MOD rather than the NHS) registered to Plymouth.<sup>21</sup>

Alongside the military bases situated in the city, there are many veterans who have chosen to retire here; it is estimated in the 2014 Veterans Health Needs Assessment that around 19,500 people in Plymouth have served in the Armed Forces at some time.

As would be expected, schools in the vicinity of military bases have a higher percentage of children from service families, often giving rise to a mix of nationalities and an increase in younger parents with less stability. Identifying the children of veterans is difficult as there is no mechanism for collecting the data.

### Undergraduate students

There are approximately 23,000 undergraduate students residing in the city (18,700 enrolled at Plymouth University<sup>22</sup>; 1,995 enrolled at the University of St Mark and St John<sup>23</sup>; 985 enrolled at Plymouth College of Art<sup>24</sup>; and 896 higher education students enrolled at City College Plymouth<sup>25</sup>).

## 2.2.6 Population diversity

The 2011 Census recorded that Christians (148,917 people, 58.1 per cent) were still the largest faith community although their numbers had declined significantly since the previous census in 2001. While a majority of people still identify with some religion, our society is becoming more secular: more people than ever before identify with no religion (84,326, 32.9 per cent). Some faith communities (Islam, Hinduism) grew rapidly between the census in 2001 and the census 2011, principally because of migration.

Plymouth is becoming more diverse. Whilst the proportion of the population that are White British remains higher than the UK average, this is decreasing. At the time of the 2001 census 97 per cent of Plymouth's population was White British, by 2011 this had decreased to 93 per cent. Some areas of the city are more diverse than others, in particular the areas around the university, the city centre, Stonehouse, and the East End.

Plymouth's black and minority ethnic (BME) communities are very diverse. The Polish, Chinese and Kurdish communities are amongst the largest. The census records that there are at least 43 main languages spoken in the city and nearly 100 different languages are spoken in Plymouth schools.

Local population growth between the 2001 and 2011 census had been driven by migration from outside the UK (63 per cent), most commonly from newly admitted EU countries. Plymouth is also a dispersal area for asylum seekers; around 300 people will be accommodated in the city at any given time.

There is no precise local data on numbers of lesbian, gay, and bisexual (LGB) people in Plymouth, but nationally the government have estimated this to be between 5-7 per cent and the Stonewall Charity agree with this estimation given in 2005. This would mean that in Plymouth the approximately 12,500 to 17,500

<sup>21</sup> Defence personnel NHS commissioning quarterly statistics: financial year 2016/17

<sup>22</sup> [www.whatuni.com](http://www.whatuni.com) (accessed 21/08/17)

<sup>23</sup> [www.whatuni.com](http://www.whatuni.com) (accessed 21/08/17)

<sup>24</sup> [www.whatuni.com](http://www.whatuni.com) (accessed 21/08/17)

<sup>25</sup> [www.cityplym.ac.uk/about/](http://www.cityplym.ac.uk/about/) (accessed 21/08/17)

people aged over 16 in Plymouth are LGB.

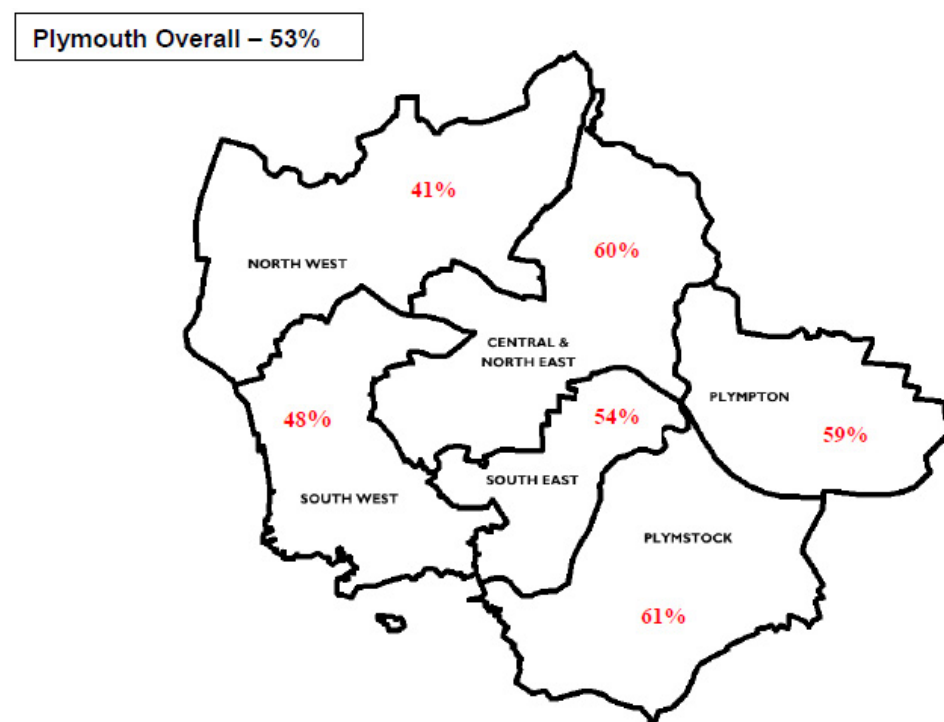
Information included in this section has been sourced from Plymouth City Council's [Summary Equality Profile](#) (2017).

## 2.2.7 Community cohesion

The most recent statistics available for community cohesion come from the Plymouth Wellbeing Survey 2014, which found that 52.7 per cent of Plymouth residents felt that people from different backgrounds get on well together in their local area. 16.4 per cent disagreed whilst nearly one third (30.9 per cent) did not express a view. Residents in Social Class D (semi or unskilled manual work) were least likely to agree (37 per cent).

Non-white British residents were more likely to agree that people from different backgrounds get on well together (68 per cent) compared with white British residents (51 per cent). There is variation between areas with Budshead (31 per cent), Honicknowle (34 per cent) and Devonport (34 per cent) being amongst the lowest, and Moor View (69 per cent), St Peter and the Waterfront (67 per cent) and Eggbuckland (67 per cent) being the highest.

**Figure 9: Percentage of people that agree that those from different backgrounds get on well together in their local area, by locality**



Nationally, around 89 per cent of people agree that their local area is a place where people from different backgrounds get on well together<sup>26</sup> which is much higher than found in Plymouth (52.7 per cent). Plymouth has a lower percentage of people who think those from different backgrounds get on well together than more ethnically diverse cities such as Newcastle<sup>27</sup> (71 per cent) and Birmingham<sup>28</sup> (79 per cent). These comparisons must be made with caution however as no standardised methodology is used and differences in question construction or survey methodology can produce different results.

<sup>26</sup> Community Life Survey 2015 to 2016

<sup>27</sup> [https://www.newcastle.gov.uk/sites/default/files/wwwfileroot/your-council-and-democracy/statistics-and-census-information/newcastle\\_resident\\_survey\\_full\\_report\\_2015\\_1.pdf](https://www.newcastle.gov.uk/sites/default/files/wwwfileroot/your-council-and-democracy/statistics-and-census-information/newcastle_resident_survey_full_report_2015_1.pdf)

<sup>28</sup> [http://wiki.birmingham.org.uk/index.php?title=Resident's\\_Perceptions#cite\\_note-4](http://wiki.birmingham.org.uk/index.php?title=Resident's_Perceptions#cite_note-4)



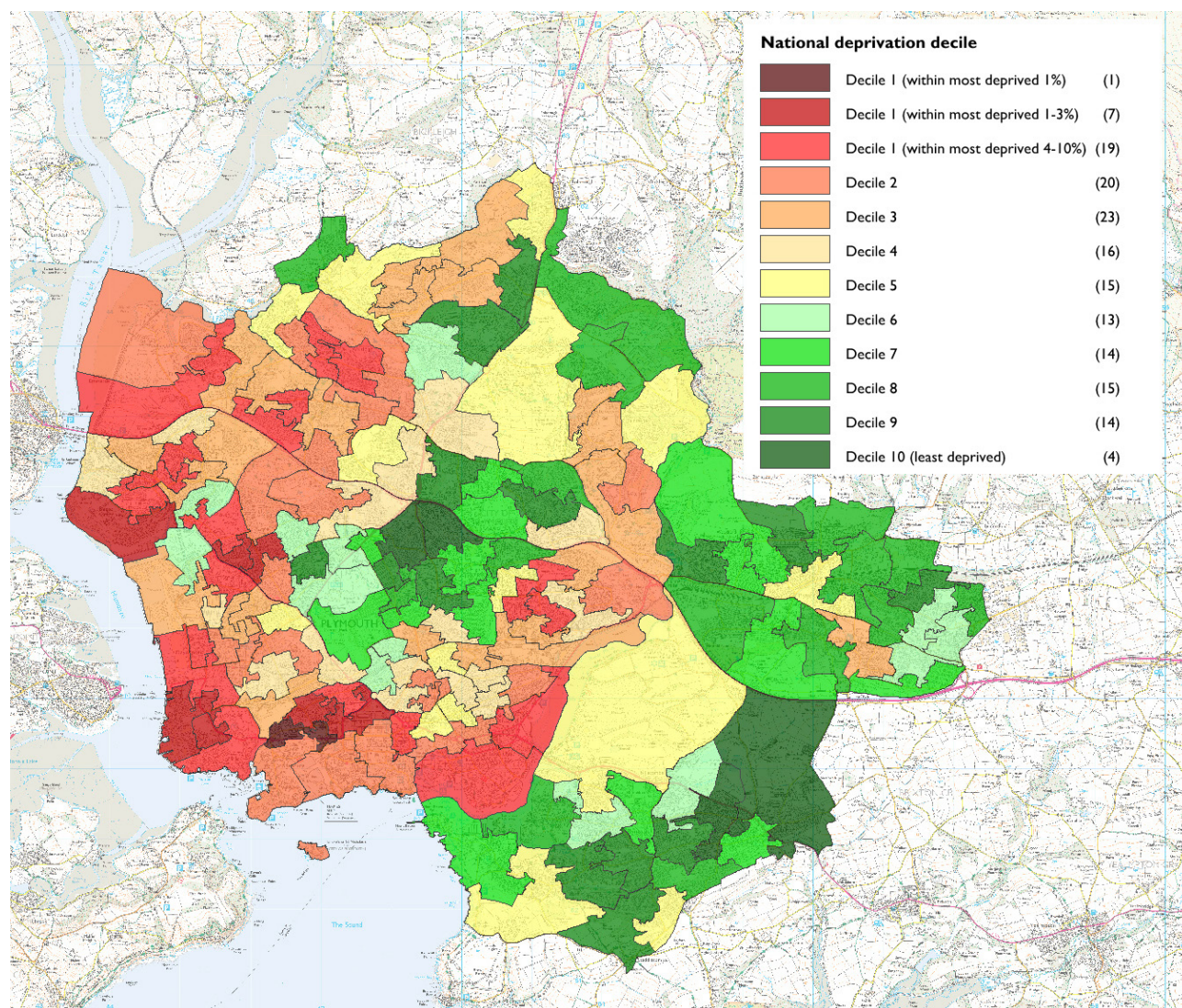
## 2.3 Deprivation, poverty and hardship

A deprived area is conventionally understood to be a place in which people tend to be relatively poor and are more likely to face challenges to such as ill health, lower educational attainment, unemployment, limited access to goods and services, and inferior housing. There is a long standing awareness of the deprivation that exists in Plymouth. Inequalities occur both geographically across the city, and within and across communities, with disadvantaged and marginalised populations most severely affected.

The Index of Multiple Deprivation (IMD) 2015 is the current official measure of relative deprivation in LSOAs in England. Analysis of the [IMD 2015 for Plymouth](#) reveals that deprivation in Plymouth remains higher than the England average.

Figure 10 shows which national deprivation decile each of the 161 LSOAs in Plymouth fall within. Those falling within decile one have been further split to show the areas in the city that are most deprived nationally. One LSOA (found in the St Peter and the Waterfront ward) falls within the most deprived 1 per cent in England.

**Figure 10: Plymouth LSOAs by IMD 2015 national deprivation decile**



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 Contains OS data © Crown copyright and database right (2016)  
 Data source: IMD 2015, Department of Communities and Local Government, 30 September 2015.

The proportion of residents in Plymouth experiencing deprivation due to low income has increased in recent years. The number of LSOAs in the most deprived 10 per cent (income domain of the IMD) has increased from 12 in 2010 to 19 in 2015.<sup>29</sup> These LSOAs have a combined population of 29,751 residents (11.5 per cent of the Plymouth population).

The city remains a relatively low wage economy with over 20 per cent of the city's households earning less than £17,500 and over half earning less than £27,000. Alongside this, the proportion of those excluded from the labour market in Plymouth has been increasing since 2010. Over 29 per cent of adults in Plymouth are already over indebted, one of the highest levels in the country and the highest in the South West.<sup>30</sup>

The 'Income Domain Affecting Children Index' (IDACI), a subset of the Indices of Multiple Deprivation 2015, highlights that, in Plymouth, 7,308 children under the age of 16 (15.9 per cent of the total in this age-group) are living in income-deprived households.<sup>31</sup> When looking at individual neighbourhoods, more than eight out of 10 children in Barne Barton and more than seven out of 10 in Devonport are affected by income deprivation. This is also the case with more than half of all children in the neighbourhoods of City Centre, Morice Town, and North Prospect and Weston Mill. The number of children in income deprived areas is of particular concern as a lack of income suggests they are likely to be experiencing child poverty based on traditional measures.<sup>32</sup>

The Council's **Child Poverty Needs Assessment 2012** and refreshed **Needs Assessment 2016** provide a further analysis of the extent and causes of child poverty in Plymouth.

## 2.3.1 Happiness

Over the past five years the percentage of people self-reporting that they have a low 'life satisfaction' has been falling nationally, from 6.5 per cent in 2011/12 to 4.6 per cent in 2015/16. Within Plymouth the results have been inconsistent, ranging from a high of 5.8 per cent in 2014/15 to a low of 4.2 per cent in 2015/16.<sup>33</sup> Although the current figure (4.2 per cent) is a move in the right direction, it is difficult to predict whether this better performance will be maintained given the previous trend.

73.8 per cent of respondents in Plymouth recorded a 'high' or 'very high' happiness score in 2015/16, a negligible decrease from 74.0 in 2012/13. In contrast, England's value has increased over the same time, from a lower starting value of 71.5 per cent to 74.7 per cent.<sup>34</sup>

## 2.4 Crime and community safety

Levels of crime in Plymouth remain relatively low at 67.3 crimes per 1,000 resident population compared to similar areas at 79.63 per 1,000 residents.<sup>35</sup> Overall crime has seen a decreasing trend in Plymouth over the last five years and, in 2015/16, fell by 6 per cent (1,107 fewer crimes) compared to 2014/15. Acquisitive crime remains lower than average whilst violence with and without injury remains the biggest contributor to crime levels. Other crimes of highest prevalence remain unchanged, namely criminal damage, theft, and serious acquisitive crime.

29 **IMD 2015 Plymouth Summary Analysis**

30 Indebted lives: the complexity of life in debt, Nov 2013. A report by the Money Advice Service

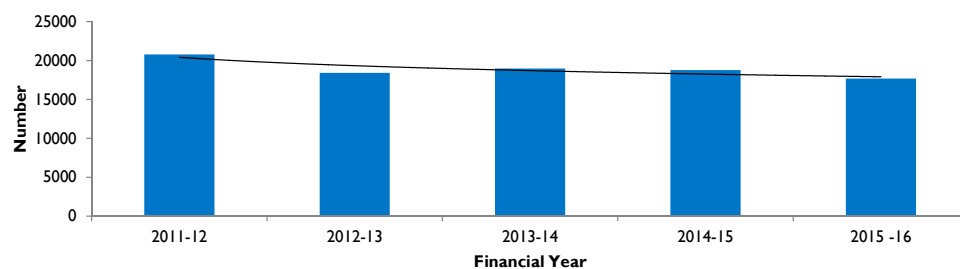
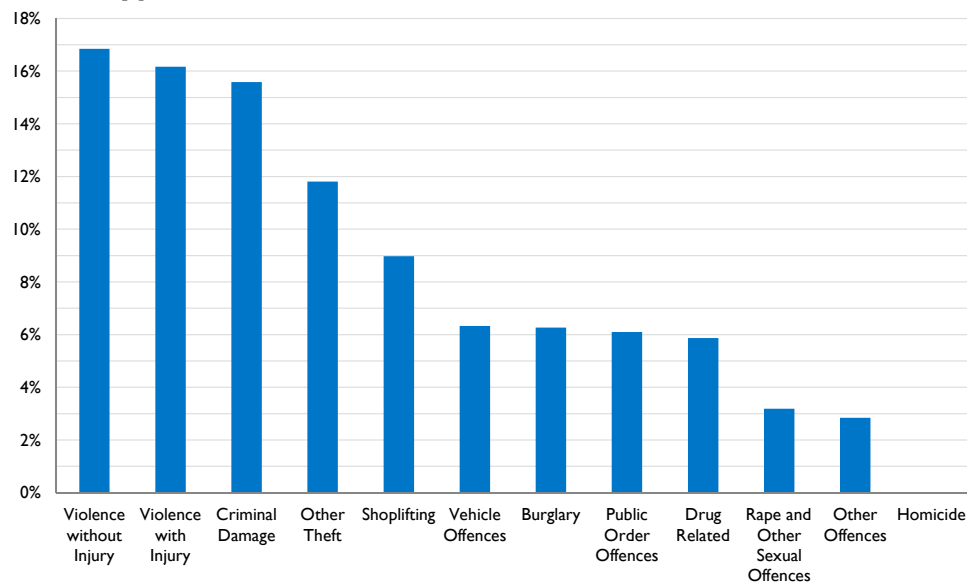
31 Plymouth City Council Child Poverty Needs Assessment Refresh, 2016

32 'The proportion of children living in families in receipt of out of work (means-tested) benefits or in receipt of tax credits where their reported income is less than 60 per cent of median income' (Child Poverty Act 2010)

33 Headline estimates of personal well-being, Office for National Statistics, 27 September 2016

34 Headline estimates of personal well-being, Office for National Statistics, 27 September 2016

35 Safer Plymouth Community Safety Strategic Assessment 2016/17

**Figure 11: Total crime recorded in Plymouth 2011 to 2016****Figure 12: Percentage of crime in Plymouth 2011 to 2016 by crime type**

Crime is not evenly distributed across the city. The ten neighbourhoods with the highest crime rates are shown in Table 2 below.

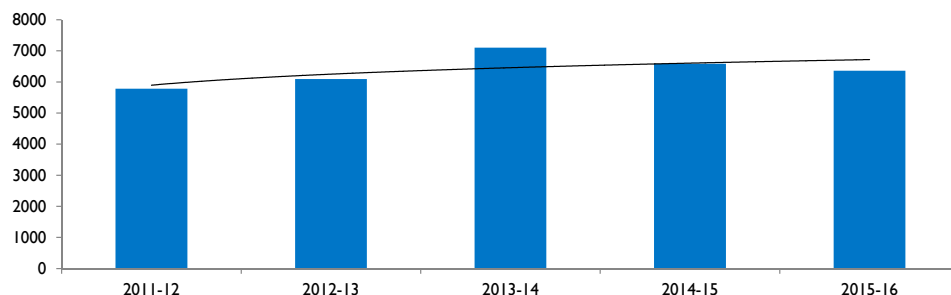
**Table 2: The ten Plymouth neighbourhoods with the highest crime rates (2015/16)**

Neighbourhood	Total crime	Rate per 1,000
Plymouth City Centre	2873	308.2
Greenbank and University	970	203.7
Stonehouse	1903	194.6
Mount Gould	519	169.6
Devonport	721	142.4
Estover, Glenholt and Derriford East	526	112.5
Stoke	886	100.3
East End	639	92.5
Lipson and Laira	391	88.8
Barne Barton	447	83.5

## 2.4.1 Domestic abuse

Plymouth has a relatively high prevalence of domestic abuse<sup>36</sup> and the number of reported incidents shows an increasing trend over the past five years.<sup>37</sup> Domestic abuse accounts for approximately 27 per cent of all violent crime in the city compared to a national figure of 16 per cent and a Home Office report published in 2010 estimated that the cost to Plymouth of domestic abuse was £49 million per annum.<sup>38</sup>

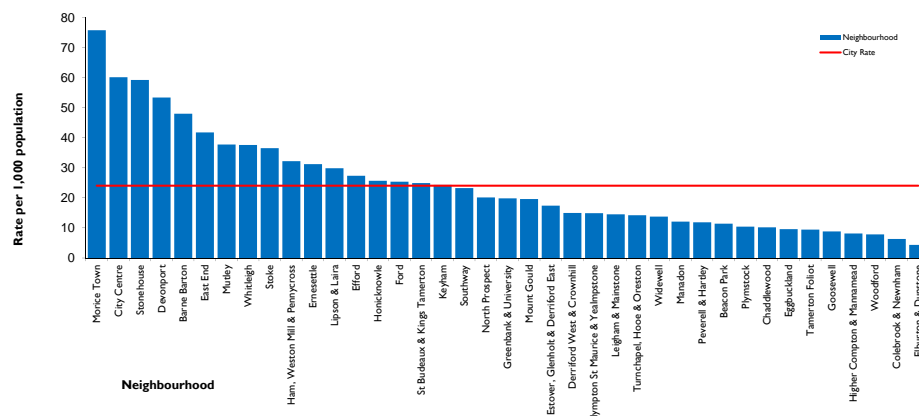
**Figure 14: Domestic abuse incidents 2011/12 to 2015/16**



However, the level of reported domestic abuse related crime reduced in 2015/16 and has continued to do so in 2016/17. Overall, last year, domestic abuse related crimes and incidents reduced by 3 per cent (223 fewer incidents).

There is little change from previous years in relation to the geographical distribution of incidents within neighbourhoods with the highest rates coinciding with some of Plymouth's most deprived neighbourhoods such as Morice Town, Stonehouse, Devonport, and Barne Barton.

**Figure 15: Rate of recorded domestic abuse, by neighbourhood (2015/16)**



<sup>36</sup> Commissioning Plan for the Plymouth Domestic Abuse Partnership 2012-2019, Plymouth City Council

<sup>37</sup> Safer Plymouth Community Safety Strategic Assessment 2016/17

<sup>38</sup> Commissioning Plan for the Plymouth Domestic Abuse Partnership 2012-2019, Plymouth City Council



## 2.4.2 Hate crime

Between April 2016 and January 2017 there were 346 crimes recorded that were identified as a hate crime. This is an increase of 86 crimes (33 per cent) on the same period in 2015/16, during which 268 hate crimes were recorded. Approximately 2 per cent of total crime is flagged as hate crimes.

An analysis of hate crime offences and hate incidents reveals that around three-quarters (75 per cent) were categorised as racism and the majority involved abuse, threats and harassment or violence.<sup>39</sup>

Key findings show:

- 202 of the 268 crimes were identified as racist which equates to 75 per cent
- the next most common type of hate crime is homophobic with 29 crimes (11 per cent) recorded, followed by religious or belief with 24 crimes (9 per cent)
- public order (60 per cent) and violence (34 per cent) makes up 94 per cent of all hate crime regardless of type
- half of all hate crimes occurred within the City Centre and Stonehouse, suggesting a strong link between offending and the evening and night time economy.

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39 Plymouth Hate Crime Incidents and Crime Reporting Research Report, June 2016, Zebra Collective

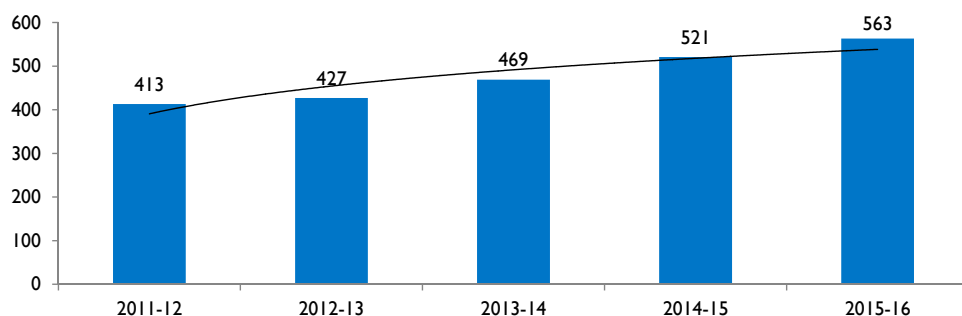




### 2.4.3 Violent sexual offences

In comparison with similar Community Safety Partnership areas, Plymouth has a marginally higher than average rate of rape at 0.76 per 1,000 residents (compared to 0.74 per 1,000) and the number of incidents of rape being reported continues to increase. In 2015/16 there were 200 offences recorded, an increase of 34 offences (20 per cent) on previous years. The numbers of other sexual offences is also increasing, with 10 more incidents than in 2015/16 but an increase of 50 when compared to 2013/14. Sexual offences, like domestic abuse incidents, are often underreported and it is not possible to ascertain whether any increase is an increase in offending or an increase in reporting.

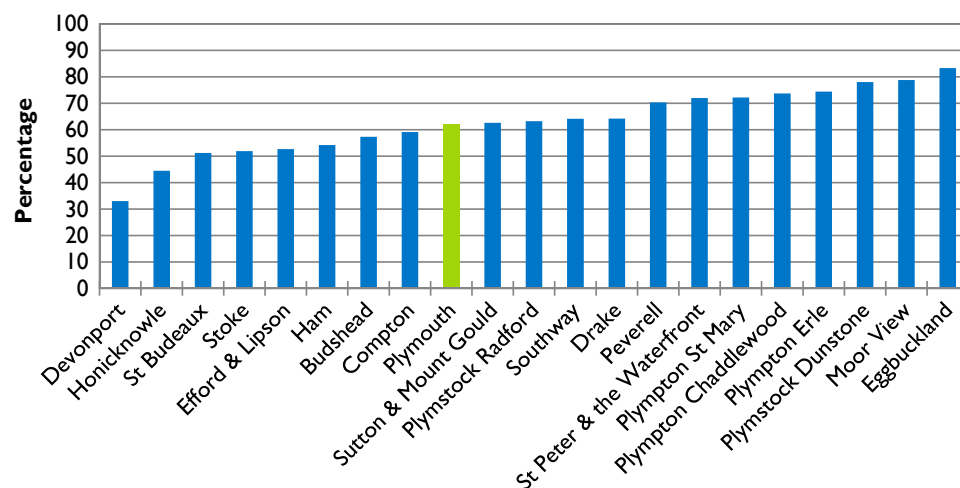
**Figure 16: Sexual violence offences 2011/12 to 2015/16**



### 2.4.4 Self-reported perception of safety

According to the Plymouth Wellbeing Survey 2014, 88.5 per cent of respondents felt safe outside in their local area during the day whilst 62.3 per cent of respondents did so after dark. Non-white British residents felt slightly safer after dark (68 per cent) compared with White British residents (62 per cent). Wards where the lowest proportion of residents felt safe after dark were Devonport (33 per cent) and Honicknowle (45 per cent). Wards where the highest proportion of residents felt safe after dark were Eggbuckland (83 per cent), Moor View (79 per cent) and Plymstock Dunstone (78 per cent).

**Figure 17: Percentage of people who feel safe in their local area after dark, by ward**



### 2.4.5 Youth offending

Police data shows that the numbers of youth offenders varies from year to year. There was a 10 per cent rise in overall offences committed by young people from 2012/13 to 2013/14, followed by a drop of nearly 12 per cent in 2014/15. In Plymouth, offences committed by young people aged 15-17 represent nearly two-thirds of all youth offences. Young males are three times more likely to commit an offence than young females. The most common categories of youth offending are crimes against the person (28 per cent), theft and handling stolen goods (21 per cent), and criminal damage (19 per cent). The Public Health Outcomes Framework demonstrates a year on year decline in the numbers of first time entrants to the Youth Justice System, with a decrease from 226 in 2010 to 92 in 2015. However, Plymouth still benchmarks poorly in comparison to the average rate in England.

The [Safer Plymouth Community Safety Strategic Assessment 2016/17](#) provides a full analysis of crime and community safety in Plymouth. The most recent [Community Safety Plan](#) was agreed in 2014 and is due to be refreshed in 2017.

## 2.5 Education 0-16yrs

### 2.5.1 Education provision

Plymouth has one of the most diverse educational estates in the country. The city has 99 schools, 109 private, voluntary and independent early years settings, and 55 childminders who are registered to provide early years education and care. The schools can be divided into phases: 72 primary schools (including two nursery schools, three infant schools, three junior schools and two free schools); seven special schools; the Alternative Complementary Education service (which runs a number of pupil referral units and the hospital school); 16 secondary schools (all with post-16 provision); a University Technical College (which caters for 14-19 year olds) and one studio school (with another studio school due to open in September 2017). Three of the secondary schools are grammar schools and a number of primary and secondary schools are faith schools.

Plans for additional housing across the city will mean that the demand for school places will increase in the coming years. It is estimated that an additional 951 primary school places and 712 secondary school places will be required by 2021.

In terms of the quality of provision, Ofsted estimates that 83.3 per cent of pupils are in good or outstanding primary schools and 86 per cent of pupils are educated in secondary schools judged to be at least good.

### 2.5.2 Early years take up and attainment

The percentage of children in Plymouth achieving a Good Level of Development in the Early Years Foundation Stage (EYFS) Profile has increased over the last four years from 57.3 per cent in 2013 to 64 per cent in 2016. However, this still sits below the regional and national average (69.5 per cent and 69.3 per cent respectively). Additionally, the rate of improvement over the last four years (6.7 per cent), has not matched the rate of improvement nationally (17.6 per cent) or regionally (13.9 per cent).

Recent figures show that 89 per cent of two year olds are taking up free early education places.<sup>40</sup> This is significantly higher than the national (68 per cent) and South West (75 per cent) take up. Also, 97 per cent of three year olds are taking up free early education places, which again, is higher than the national (93 per cent) and South West (96 per cent) take up.

### 2.5.3 Educational attainment

#### Key Stages (KS) 1 and 2 (ages 5-11 years)

Educational attainment standards over recent years in Plymouth have shown some variation. In general, attainment has been below average for pupils in the Reception Year of primary school despite a rising trend over the last four years. The percentage of children achieving a Good Level of Development (GLD) at the end of reception year in Plymouth has steadily increased from 58.3 per cent in 2013/14 to 63 per cent in 2015/16 although this is still below the national figure of 69 per cent.

At KS1, the phonic decoding test results show an improving trend and at present results are in line with the national average (80 per cent as opposed to 81 per cent nationally and 80 per cent statistical neighbour average). At KS2, results overall are just above the national average for reading, writing and maths combined. 54 per cent of Plymouth pupils reached the expected standard in reading, writing and maths (RWM). This is on par with the national average (54 per cent), and exceeds

<sup>40</sup> This is a snap-shot at the point of the January Census 2016 and does not represent a full year of take-up.

regional and statistical neighbour averages (both 52 per cent). Individual results show reading just above the national average and writing and maths just below national averages.

## Key Stage 4 (KS4) (ages 14-16 years)

By the end of KS4, results remain below the national average in terms of attainment and progress. KS4 attainment is now reported differently due to new assessment success measures. KS4 now reports on the percentage of pupils meeting 'Attainment 8'<sup>41</sup>. Plymouth's average Attainment 8 score (48.4 per cent) is slightly lower than the national average (50.1 per cent). 58 per cent of Plymouth pupils achieved an A\*-C in English and maths which is below the national average of 63.3 per cent.

With regards to the progress made by children and young people, the progress made by pupils from KS1 to KS2 is above that made by similar pupils nationally and this is the case for reading, writing and maths. By the end of KS4, the progress made by pupils is below that made by similar pupils nationally. The progress made by disadvantaged pupils is below that of non-disadvantaged pupils and this is the case at the end of KS2 and KS4. SEND pupils' progress is less than that of other pupils at the end of KS2.

## 2.5.4 Children with a Statement or Education and Health Plan

Pupils who have been identified as having special educational needs have a significantly higher rate of under-attainment at age 16 than other pupils.<sup>42</sup> Overall Plymouth's SEND<sup>43</sup> pupils outperformed pupils nationally, regionally and from within our statistical neighbour authorities. SEND pupils in Plymouth achieved a higher Attainment 8 score (18.8 points) than SEND pupils nationally (17 points) and from within our statistical neighbour group (15.9 points). Plymouth has a 32.7 point Attainment 8 gap between SEND pupils and all other pupils in Plymouth. Whilst this gap is significant, it is one of the smallest gaps achieved in comparison to that achieved within statistical neighbour authorities and is smaller than the national average.

Similar results can be seen at GCSE stage. On average 12.2 per cent of pupils with a statement or EHC plan in Plymouth achieved an A\*-C in English and maths. This is higher than the averages nationally (10.5 per cent), regionally (9.7 per cent) and from within our statistical neighbours (11.6 per cent). Locally, there is a 51.7 per cent gap between Plymouth SEND pupils and all other pupils in Plymouth. Again, whilst this gap is significant, it is one of the smallest gaps achieved in comparison to statistical neighbour authorities.<sup>44</sup>

## 2.5.5 Disadvantaged children

As evidenced by the Social Mobility Commission, a persistent and entrenched socioeconomic gap in attainment still exists at a national level. Local data highlights the fact that disadvantaged pupils attain less well than non-disadvantaged pupils and this is true for Early Years through to KS4. The Plymouth Child Poverty Needs Assessment Refresh 2016 found that despite a reduction in the attainment gap between pupils receiving free school meals (FSM) and those not receiving free school meals (non-FSM) pupils between 2010/11 and 2014/15, a gap still remains.

<sup>41</sup> Meeting the threshold of C+ in English and maths

<sup>42</sup> Monitoring Poverty and Social Exclusion 2016, Joseph Rowntree Foundation

<sup>43</sup> Pupils with a Statement or Education, Health and Care plan

<sup>44</sup> Sheffield achieved the smallest gap with 51.1 percentage points between its SEND pupils and all other pupils in Sheffield.



**Table 3: Attainment gap at KS2 and KS4**

Indicators	Comparative period	Most recent period	Comparative value	Most recent value	Change	Direction of travel
Attainment gap at Key Stage 2 achieving level 4 between FSM and non-FSM	2010/11	2014/15	17	16	-1	Improving
Attainment gap at Key Stage 4 achieving 5 GCSE grades A*-C between FSM and non-FSM	2014/15	2014/15	31.9	24.7	-7.2	Improving

With regards to Children Looked After (CLA), results in 2016 show that at KS1 and KS2 performance was below those of all children nationally.

### 2.5.6 Looked after children

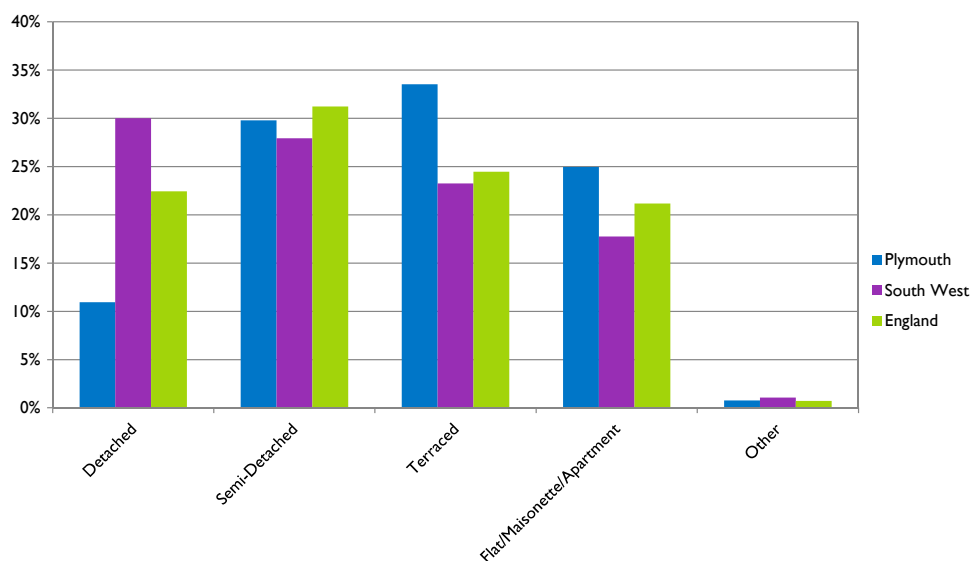
Narrowing the gap in educational achievement between looked-after children and the rest of the school population locally and nationally is a priority and there has been some progress on this in recent years. 2016 attainment results for KS2 show that Plymouth's pupils' attainment in achieving the expected standards in reading, writing and maths is either on par with, or better than, pupils nationally, regionally and those within our statistical neighbour group. Additionally, the gap between the attainment of disadvantaged children and all other pupils in Plymouth is smaller than the gap nationally, regionally, and amongst our statistical neighbours. Attainment results for KS4 are released in January. All results will be analysed and key findings reported when available.



## 2.6 Housing

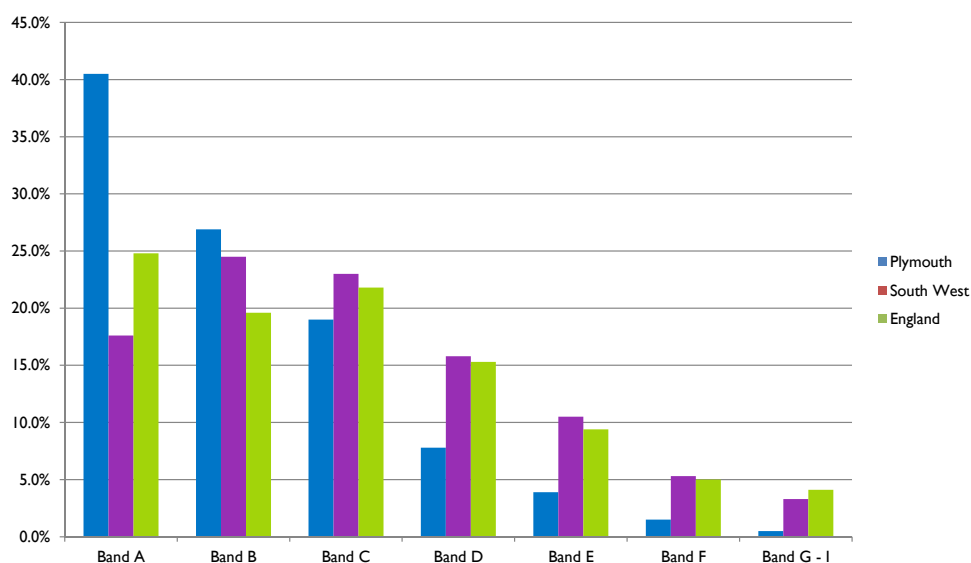
A profile of Plymouth's housing stock, taken from the 2011 Census, shows that Plymouth has less detached houses than regionally or nationally and more terraced houses and flats (Figure 18). Detached homes account for just over 10 per cent of Plymouth's housing stock as opposed to 22 per cent nationally whereas a third (33.5 per cent) are terraced compared to 24.5 per cent nationally. Plymouth also has a larger proportion of smaller dwelling types with 15 per cent of one bedroom homes compared to 11.7 per cent nationally. Conversely, there is a smaller proportion of larger homes, with 14 per cent having four or more bedrooms compared to 19 per cent nationally.

**Figure 18: Breakdown of property type (2011 Census)**



As shown in Figure 19, Plymouth has comparatively more properties in lower council tax bands than regionally and nationally and less in the higher bands.

**Figure 19: Percentage of properties in each council tax band**



In comparison with the UK (64.1 per cent), and much of the South West (68 per cent), Plymouth has relatively low levels of owner occupation (59.5 per cent).<sup>45</sup> There are higher levels of private rented housing (20.2 per cent as opposed to

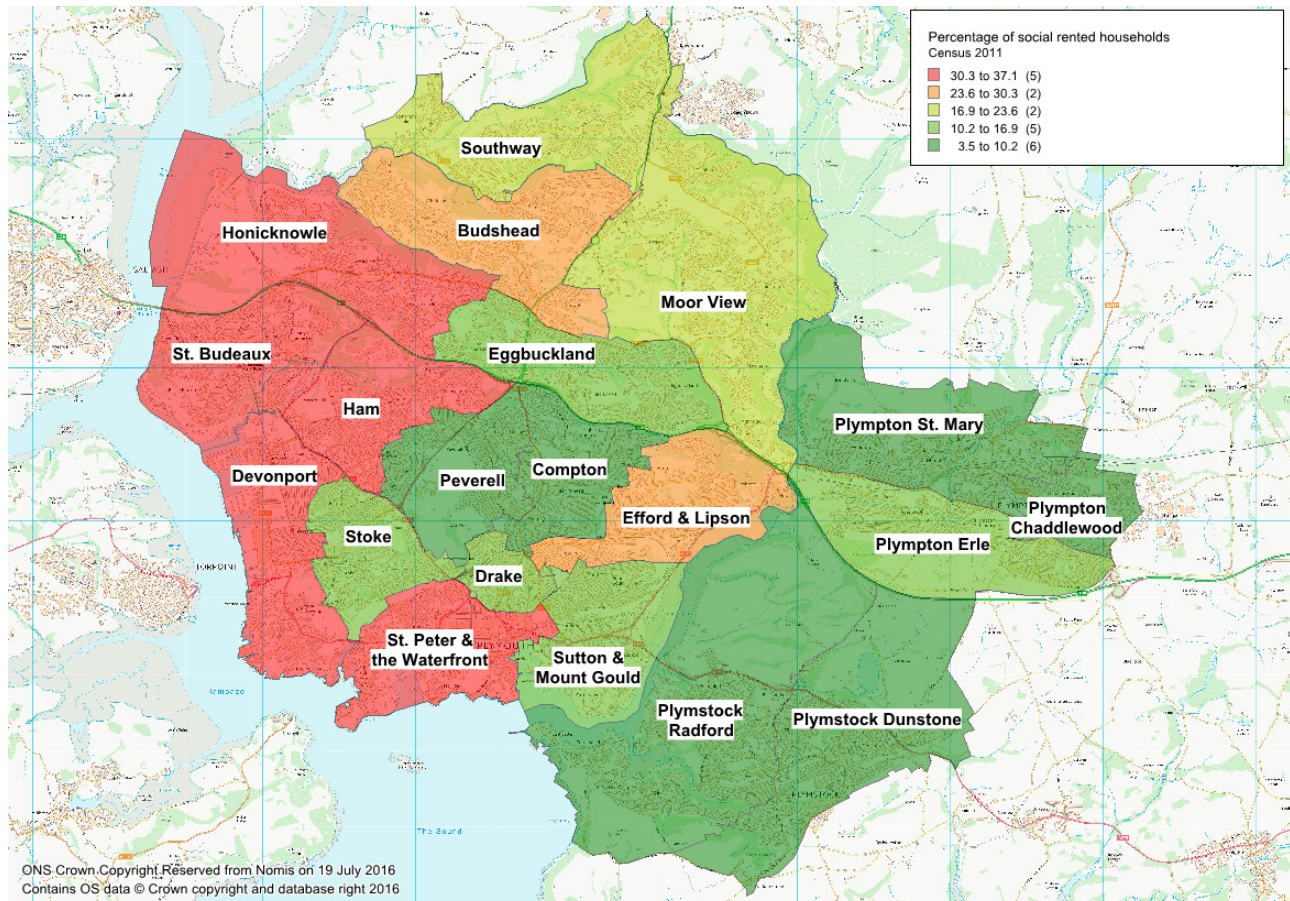
<sup>45</sup> ONS Census 2011



17.1 per cent regionally and 16.8 per cent nationally). Analysis of the change in tenure profile from 2001 indicates Plymouth has seen an above average increase in the private rented sector. Plymouth also has higher levels of social rented housing (19.3 per cent as opposed to 13.3 per cent regionally and 17.7 per cent nationally). Between 2001 and 2011 the number of privately rented households increased by 65.3 per cent.

Tenure patterns reveal high concentrations of owner occupation in the east of the city in particular. Lower levels of owner occupation are evident in the south and west of the city, corresponding to higher proportions of social rented tenure homes (Figure 20).

**Figure 20: Percentage of social rented households (Census 2011)**



Mosaic<sup>46</sup> segmentation of Plymouth reveals the two most prevalent groups in the city are 'rental hubs' and 'transient renters'. At a ward level these two groups dominate in St Peter and the Waterfront, Sutton and Mount Gould, Drake, Compton, Devonport, and Stoke. Households in both the 'rental hubs' and 'transient renters' groups have higher levels of financial stress compared to the average, and struggle to cope on the household income.

Plymouth's average household size remained relatively constant between 2001 and 2011 at 2.29 persons per household which was also the picture seen nationally.<sup>47</sup>

A breakdown of housing characteristics by area can be found in the [Plymouth Plan Toolkits](#).

## 2.6.1 Student accommodation

As outlined in section 2.2.5 Plymouth has a significant student population. Many

<sup>46</sup> Mosaic classifies the UK population (by both households and postcodes) into 15 groups and 66 more detailed types. It uses over 400 data variables and paints a unique picture of UK citizens based on their demographic characteristics, lifestyles, and behaviour.

<sup>47</sup> Ibid

first-year students live in halls of residence, private purpose-built halls, or, to a lesser extent, in student housing (flats and houses in multiple occupation). The majority of the remaining undergraduate students (including international) are in private accommodation sourced either privately in the city or through the Student Union Letting Agency or the universities' accredited lists. Postgraduate students are more likely to be in private housing or purpose built private halls.<sup>48</sup>

Current housing problems experienced by the students of the universities relate to contract lengths not matching student's needs, high and unclear fees from letting agents, high upfront costs, and poor stock condition.

There is no current plan to increase the size of the Plymouth University and the aim is to maintain the current student population size for the next five years. The University of St Mark and St John and the Plymouth College of Art plans to grow over the next 10 years which could mean there will be around 1,200 additional students looking for accommodation within the private rented sector, equating to around 300 new dwellings.

As the average annual increase in the private rented sector between 2001 and 2011 was 6.5 per cent in Plymouth, analysis shows that the housing market should be able to absorb the growth required in the private rented sector to house the expanding student population comfortably. Therefore it is unlikely that increased demand from students will drive rental prices up however this is something the city needs to monitor.

### **2.6.2 Houses in multiple occupation**

Houses in multiple occupation (HMOs) are houses that are occupied by more than one household and where common areas such as bathrooms and kitchens are shared – often called house shares. There are an estimated 6,000 private rented HMOs in Plymouth.

Students currently occupy significant numbers of HMOs, although the universities have a strategy to provide alternative accommodation through purpose built halls of residence. Government benefit changes will mean a potential for an increased demand for HMOs by non-students under 35 years of age (of around 800 people), potentially increasing this housing sector.

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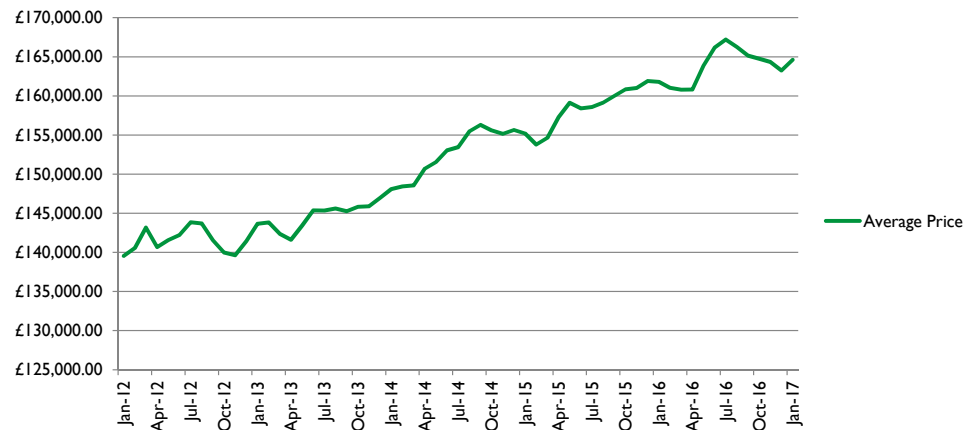
<sup>48</sup> Plymouth and South Devon Joint Local Plan SHMA, Peter Brett Associates, 2017



### 2.6.3 Value and affordability

The average property price in Plymouth has increased from £139,543 to £165,898 in the past five years.<sup>49</sup>

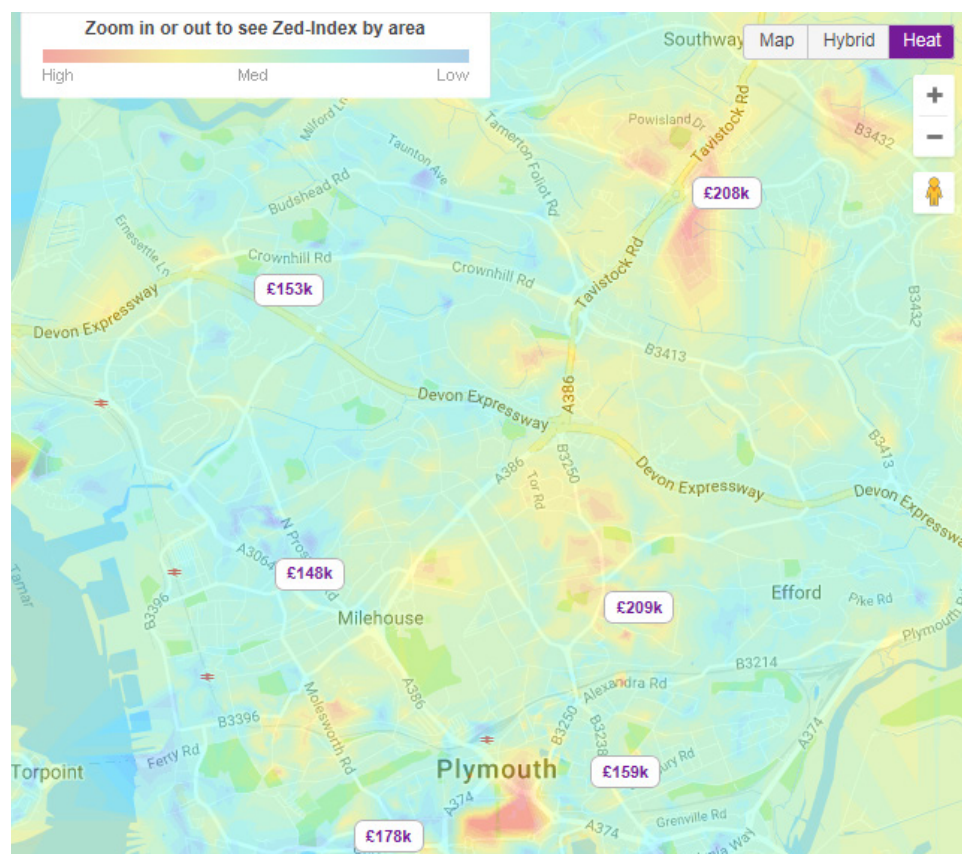
**Figure 21: Average property price in Plymouth 2012 to 2017 (Land Registry)**



According to Zoopla, the current average value of property in Plymouth is £196k, ranging from £342k for a detached house to £134k for a flat. This compares to £427k for a detached house in the UK and £295k for a flat. However, average value varies between areas as shown in the heat map below.

<sup>49</sup> Land Registry UK House Price Index for City of Plymouth January 2011 – December 2017



**Figure 22: House Price Heat Map March 2016 (Zoopla)**

The affordability of housing in an area is measured by the ratio of market housing costs to income in that area. Figure 23 shows the lower quartile, median and upper quartile income of fulltime workers in Plymouth multiplied by 3.5 (the income multiple typically used by mortgage lenders) compared to lower quartile prices in the local area. The figures show that fulltime workers with earnings at the upper quartile level would be unable to purchase an entry-level property in the city. Fulltime workers with earnings at the lower quartile or median level would require substantial additional income or a capital sum to deduct from the purchase price to be able to afford a lower quartile property.<sup>50</sup>

Data indicates that 45.5 per cent of lone parent households in Plymouth would be unable to afford market housing (if they were to move home now). Single non-pensioner households are also relatively unlikely to be able to afford market housing, whilst couple households without children are most likely to be able to afford market housing in the area.<sup>51</sup>

Average private rental prices in the city range from £415 per calendar month (pcm) for a room in a shared house to £1,150 pcm for a four bedroom house.<sup>52</sup> Rent is approximately equivalent to 29 per cent of earnings in Plymouth which is just slightly less than the national average of 30 per cent. This compares favourably with South Hams and West Devon where rent is 34 per cent and 36 per cent of earnings respectively. Average social rents in the city range from £278 for a one bedroom property to £423 for a four bedroom property. The costs of socially rented properties are significantly below those for private rented housing, particularly for larger homes, indicating a significant potential gap between the social rented and market sectors.<sup>41</sup>

Recent welfare reforms have impacted on the affordability of both social and private rented tenancies, with levels of benefit received for some tenants reduced. A number of social housing tenants have applied through Devon Home Choice

<sup>50</sup> Plymouth and South Devon Joint Local Plan Strategic Housing Market Needs Assessment, 2017

<sup>51</sup> Plymouth and South Devon Joint Local Plan SHMA, Peter Brett Associates, 2017

<sup>52</sup> IBID

to move to a smaller property because they are under-occupying their tenancies, and are therefore subject to the spare room subsidy. Students occupy significant numbers of multi-occupied accommodation – but more is needed for people under 35 years of age affected by welfare reform.<sup>53</sup>

According to the National Housing Federation, the South West is facing a combination of high house prices and low wages resulting in an acute housing crisis.<sup>54</sup>

## 2.6.4 Housing decency

In Plymouth, around one in five households are privately rented, which is higher than the national average. Around a third of Plymouth's private sector homes are in poor standard (i.e. a combination of being cold, having health and safety hazards, in a state of disrepair, and/or without modern bathroom or kitchen facilities).<sup>55</sup> The estimated repair cost to bring them all to a decent standard is £170 million. About 12,000 private rented homes in the city are energy inefficient and are wasting heat, energy, carbon, and money. A further 5,000 plus social houses are considered to be non-decent. In its final report, the Plymouth Fairness Commission highlighted high numbers of private landlords who were not aware of their obligations in terms of maintaining the standard of properties, and recommended that a comprehensive and resourced response to raising standards should be a priority.<sup>56</sup>

A locality analysis shows that the Plympton area has the greatest proportion of decent stock. The southern localities, the South East and South West, are responsible for some of the greatest challenges in terms of decent stock. Together, they account for 45 per cent of the non-decent dwellings and show the greatest proportions of non-decent dwellings compared to overall housing stock.

**Table 4: Non-decent dwellings by locality**

Locality	Households in non-decent dwellings (number)	Households in decent dwellings (per cent)	Households in non-decent dwellings (per cent)
North East and Central	6,723	70.5	29.5
North West	3,957	69.3	30.7
Plympton	2,912	75.1	24.9
Plymstock	2,903	71.7	28.3
South East	6,489	55.5	44.5
South West	6,948	60.7	39.3
Plymouth	29,933	66.7	33.3

2010 House Stock Condition Study, BRE Housing Stock Models 2009  
Excludes RSL stock

There is a correlation between non-decent housing and areas of deprivation, poor health and wellbeing outcomes, and areas where acquisitive crime is higher. This suggests significant inequalities in quality of housing, particularly for certain groups such as those on a low income, vulnerable families, and migrant workers, who are increasingly being reported as living in poor conditions.<sup>57</sup>

Non-decent housing contributes to poor health, lower educational attainment and is a recognised contributor to, and symptom of, child poverty, with approximately

<sup>53</sup> Plymouth Plan Local Housing Topic Paper

<sup>54</sup> Home Truths 2016/17: The housing market in the South West, National Housing Federation, 2017

<sup>55</sup> Plymouth Plan Local Housing Topic Paper

<sup>56</sup> Creating the conditions for Fairness, Plymouth Fairness Commission, 2014

<sup>57</sup> Private Sector Housing Stock Conditions, Plymouth City Council, September 2011



a third of non-decent housing occupied by people in receipt of some sort of benefit.<sup>58</sup>

Many of Plymouth's non-decent homes are occupied by vulnerable or elderly people. The Office of National Statistics (ONS) identified 70 excess winter deaths in Plymouth in 2010/11, linking poor housing and poverty to low indoor temperatures and cold-related deaths.<sup>59</sup>

Non-decent housing is also strongly linked to fuel poverty. A household is deemed to be in fuel poverty if it has an income below the poverty line (including if meeting the required energy bill would push it below the poverty line) and if it has higher than typical energy costs. In Plymouth there are currently 11,584 households in fuel poverty. A household experiencing fuel poverty will have less ability to heat a home to the levels required to maintain good health.

In order to improve standards in the private rented sector as a whole, the Council developed a **Plan** and **Charter for Private Rented Housing** with a number of partners. The plan aims to improve the quality of private rented housing as well as take action against rogue landlords.

### 2.6.5 Homelessness

Homelessness is a significant challenge for Plymouth. The first two quarters of 2016/17 saw statutory homeless approaches rise 18 per cent compared to last year's quarterly average. Homelessness prevention workers are currently advising on average 56 customers per day with regard to their housing issues, this is a 42 per cent increase on last year, and numbers are steadily rising.<sup>48</sup> Welfare reforms are believed to have impacted significantly, specifically benefit sanctions, cuts to housing benefit relating to non-dependants, and total benefit caps have resulted in more people approaching the Council for support.

Statutory homelessness data (April 2013 to December 2015) indicates that the main causes of homelessness across all groups remain consistent. Loss of private rented tenancy/assured shorthold tenancy (AST) is the most common cause of homelessness (31 per cent of total homelessness). Other significant causes are: relationship breakdown (29 per cent), and domestic violence (16 per cent).<sup>60</sup>

Households with dependents are much more likely to present as homeless as a result of ASTs in the private rented sector ending whilst single homeless people are much more likely to present as homeless due to relationship breakdown (65 per cent of the total cohort in 2014/15), or as victims of domestic abuse. One of the most significant and concerning increases has been the number of approaches from vulnerable single homeless people; rising to 784 cases from 333 cases the previous year. A greater proportion of these adults have complex needs (with high levels of mental ill-health and physical disability in particular within this group) that are perhaps key drivers for relationship breakdown.

<sup>58</sup> Plymouth Director of Public Health Annual Report 2015/16

<sup>59</sup> Plymouth Plan Local Housing Topic Paper

<sup>60</sup> Select Committee evidence response



## 2.7 The environment

Plymouth is one of the most unique and diverse natural environments of any city in the country. Over 40 per cent of the city is designated as greenspace, and is surrounded by three Areas of Outstanding Natural Beauty (AONB), a European Marine Site, a Marine Conservation Zone and Dartmoor National Park. This provides an enviable setting with an abundance of green spaces and marine areas which, as well as contributing to health, are able to provide natural solutions to climate change impacts, including reducing flooding, improving water quality, and enabling wildlife to thrive.

Access to greenspace is a key part of a sustainable community and delivers significant health and wellbeing benefits. Currently within Plymouth there are nearly 1,440 hectares of accessible greenspace. This includes parks and nature reserves but provision is not spread even throughout the city's ward. The city currently contains 123 children's play spaces and the aim is to have a play area within 400m of every home.

The city has 10 local nature reserves covering over 250 hectares, over 40 wildflower meadows covering 100 hectares, nine Special Sites of Scientific Interest and 28 County Wildlife Sites. There are a great variety of species that can be spotted in and around Plymouth. On land, Plymouth is home to the critically endangered Horrid Ground Weaver spider (*Nothophantes horridus*) and the rare Plymouth Pear Tree. 14 bat species have been recorded in Plymouth as well as charismatic bird species such as the avocet, little egret, peregrine falcon, curlew, and nightjar. The marine environment (most of which is designated as a European Marine Site) is the most protected area in the city. Offshore, protected species include the pink sea fan, the common dolphin, two species of sea horse, and the basking shark.

A breakdown of environmental characteristics and green spaces by area can be found in the [Plymouth Plan Toolkits](#).

### 2.7.1 Air quality

Air quality objectives (AQOs) are used for local air quality management (AQM) and set maximum recommended thresholds for  $PM_{2.5}$ ,  $PM_{10}$  and  $NO_2$ .  $PM_{10}$  is measured in three areas of Plymouth. Levels have been decreasing in the city over recent years, and for the past three years have met AQOs.  $PM_{2.5}$  is measured in the city centre, and at a site close to the Energy for Waste site.  $PM_{2.5}$  levels are currently meeting AQOs, but are not currently showing signs of reducing as per the recommendations of recent guidance. This suggests that further work may be needed at a national level to reduce  $PM_{2.5}$  exposure if public health targets are to be met.

Nitrogen dioxide ( $NO_2$ ) is measured at several sites across the city. Overall trends appear to be downwards, but in 2014 there were some sites, particularly in areas with high traffic volume, where  $NO_2$  levels exceeded the AQO. Sites failing AQOs included approximately half of the sites on Mutley Plain and all sites on Royal Parade. These routes form part of the Plymouth 'Air Quality Management Area', where levels of air pollutants are known to be high.

## 2.8 Travel and transport

The patterns of travel in and around Plymouth, and the wider area, result in a complex series of interactions between a large number of people and different modes of transport. These choices are themselves influenced by many factors, some local and some national, including cost, time, convenience, user experience, and availability of various modes of transport.

### 2.8.1 Travel to work

ONS data relating to commuting patterns indicates that Plymouth is relatively self-contained in terms of employment, with 67 per cent of all workers usually resident in the city also working there. However, there is variation in the levels of self-containment in different parts of the city. Areas which are least reliant on employment in the city (less than 79 per cent of residents commuting to jobs in the city) are either those on the urban fringes; Roborough, Plympton, Chaddlewood, Woodford and St. Maurice or in central areas such as Mutley and the city centre. However, when account is taken of commuting to urban fringe employment sites (located in South Hams) then all parts of the city have at least four in every five residents working there.

### 2.8.2 Method of travel

As shown in the graph below, the majority of journeys to work in Plymouth are made by car. The highest proportions of residents using this mode are found in Chaddlewood, Goosewell, Tamerton Foliot, and Woolwell. Areas with the lowest proportions of driving to work are found in Plymouth's central areas as well as a small pocket around Derriford.<sup>61</sup>

However, 28 per cent of Plymouth households do not have access to a car or van; this is slightly higher than the England and Wales average of 26 per cent, and substantially higher than in the neighbouring authorities (South Hams and West Devon 13 per cent each; Cornwall 17 per cent).

The majority of the city south of the A38 (the Parkway) has lower than average vehicle ownership, and in many cases substantially so. More than a third of households have no access to a vehicle in North Prospect, Keyham, Mutley, the East End, and Stonehouse, rising to more than half of households in the City Centre and Devonport. Residential neighbourhoods on the edge of the city have the lowest levels of non-car or van availability, in particular on the eastern fringes (Woodford (13 per cent) and Chaddlewood (8 per cent)) and northern fringes (Roborough (12 per cent)).

74 per cent of residents aged 17 or over hold a full driving licence, although there is a gender imbalance in licence holding – 80 per cent of men versus 68 per cent of women. Only one-third of 17-20 year olds hold a full driving licence.

### 2.8.3 Road safety

The number of people injured in road collisions reduced by a third between 2000 and 2015.<sup>62</sup> 810 people were injured on Plymouth's roads in 2015. Of these, 68 per cent involved pedestrians and powered-two wheeler users. Conversely car occupants account for 60 per cent of slight injuries. A study of the causes of collisions in the city has revealed that the majority of injuries arose as a consequence of user error; with car drivers and passengers aged 17-24 years being the most commonly injured, with accidents most likely to happen between 7am to 9am and 3pm to 6pm.

<sup>61</sup> Plymouth and South West Devon Joint Local Plan Baseline Transport Conditions Report, WSP / Parsons Brinckerhoff, February 2017

<sup>62</sup> Plymouth and South West Devon Joint Local Plan Baseline Transport Conditions Report, WSP / Parsons Brinckerhoff, February 2017

## 2.8.4 Bus travel

An extensive network of bus services cover Plymouth and its fringes. Most local bus services start, terminate, or call at one of the stops on Royal Parade in the city centre and many services operate on a loop through city centre streets (Mayflower Street, Western Approach, Union Street, Derry's Cross, Royal Parade, Exeter Street, Charles Street) before radiating out along key corridors to serve the city. There are approximately 1,800 formal bus stops within the authority area.

Whilst bus journeys from most parts of the city to the city centre may be straightforward (and to a lesser extent for travel to other local hubs such as Derriford Hospital), orbital or cross-city journeys tend to involve interchange between services. As a consequence these journeys have a resultant time penalty and can require a walk between different stops to complete the journey.

## 2.8.5 Bus patronage, punctuality and reliability

Commuting by bus is higher in Plymouth than across England and Wales excluding London, placing the city in the top 20 per cent of authorities for this commuting mode.<sup>51</sup> Above average levels of bus commuting are located in the western parts of Plymouth (from Devonport to St Budeaux). However, bus patronage fell by 4.9 per cent between 2014/15 and 2015/16 (from 21,378,691 reported trips in 2014/15 to 20,339,562 in 2015/16). This decline is thought to be attributable, at least in part, to cheaper fuel prices.

Annual surveys undertaken by the National Highways and Transport Network Survey indicates that, whilst satisfaction with bus services is relatively high in Plymouth, at around 60 per cent, satisfaction with information provision is lower, at about 50 per cent.<sup>63</sup>

## 2.8.6 Rail travel

Plymouth Rail Station on North Road East in the city centre is the busiest of the six stations in the city and acts as the primary gateway for long distance rail travel for the wider region. Nearly 2.5 million passenger entries and exits were recorded at Plymouth Rail Station in 2014/15, making it the busiest in the far South West. It is also an important interchange station between long-distance and local services.

Table 5 shows the entries and exits at each of the stations in Plymouth, and selected stations in adjoining areas, calculated from ticket purchases. It highlights the substantial growth in passenger numbers from most stations in the city and its commuter hinterland. It should be noted that these statistics are likely to under-report passenger numbers due to ticketless travel from smaller unstaffed stations.

**Table 5: Entries and exits at National Rail stations in the Joint Local Plan (JLP) area and selected other local stations<sup>64</sup>**

Station	1997/98	2004/05	2014/15	Percentage change 97/98 to 14/15	Percentage change 04/05 to 14/15
Plymouth	1,294,698	1,519,011	2,495,248	93%	64%
Devonport	38,189	16,202	33,968	-11%	110%
Dockyard	6,005	5,088	6,300	5%	24%
Keyham	8,421	6,374	6,936	-18%	9%
St Budeaux Ferry Road	1,3657	969	3,926	189%	305%
St Budeaux Victoria Road	4,991	5,818	10,332	107%	78%

## 2.8.7 Walking

There are 666 miles of footways alongside roads within the Plymouth authority area and most of the city's off-road routes are available to both pedestrians and cyclists.

According to Sport England's Active People Survey 84.8 per cent of Plymouth residents walked for any purpose every month (slightly less than the England average of 86.3 per cent) and 14.7 per cent of Plymouth's working residents walk to work – this is higher than the England and Wales (excluding London) average of 10.7 per cent. Much of the southern part of the city has a substantial proportion of working residents walking to work (with more than 30 per cent of commuters in St Peter and The Waterfront and Drake wards and more than 20 per cent in Sutton and Mount Gould, Stoke, and Devonport), and with a small concentration immediately surrounding Derriford Hospital.

## 2.8.8 Cycling

2.6 per cent of Plymouth's working residents cycle to work – this proportion has remained the same in the 2001 and 2011 censuses. This is similar to the England and Wales average of 2.8 per cent. However, according to Sport England's Active People Survey 14.6 per cent of Plymouth residents cycle every month for any purpose, in line with the England average of 14.7 per cent.



## 3. HEALTHY PLYMOUTH

Health and wellbeing is determined by a complex interaction between an individual's personal fixed characteristics (age, gender and genetics), and factors such as their lifestyles choices, the social and physical settings in which they live, and the wider socio-economic, cultural, and environmental conditions. Together these are often known as the 'determinants of health'.

- **Socioeconomic status:** it is well established that health follows a social gradient, with worsening health occurring with decreasing socioeconomic position.<sup>65</sup>
- **Education:** the availability of high quality education is key in enabling residents to maximise opportunities. Educational attainment can determine future employment and income as well as lowering the risk of alcohol and drug misuse and teenage pregnancy.
- **Physical environment:** environmental themes can play a significant role in affecting our quality of life and health. Those living in areas with clean air and decent housing are more likely to be in good health than those lacking such conditions.
- **Social environment:** having support from family, friends, and the local community is important for preventing isolation and loneliness, contributing to good mental wellbeing and therefore improving overall health.

The following section highlights some of the key health and wellbeing issues in the city.

### 3.1 Life expectancy<sup>66</sup>

From 2001-03 to 2012-14 life expectancy in Plymouth has improved by 2.8 years for males (to 78.5 years) and 2.1 years for females (to 82.5 years). Over this time male life expectancy has been consistently below the England average and the gap in male life expectancy between Plymouth and England has widened. Female life expectancy has, on occasions, been slightly higher than the England average. However, the life expectancy of females in Plymouth is currently lower than the England average. The gap in female life expectancy between Plymouth and England has also widened since 2001-03.<sup>67</sup>

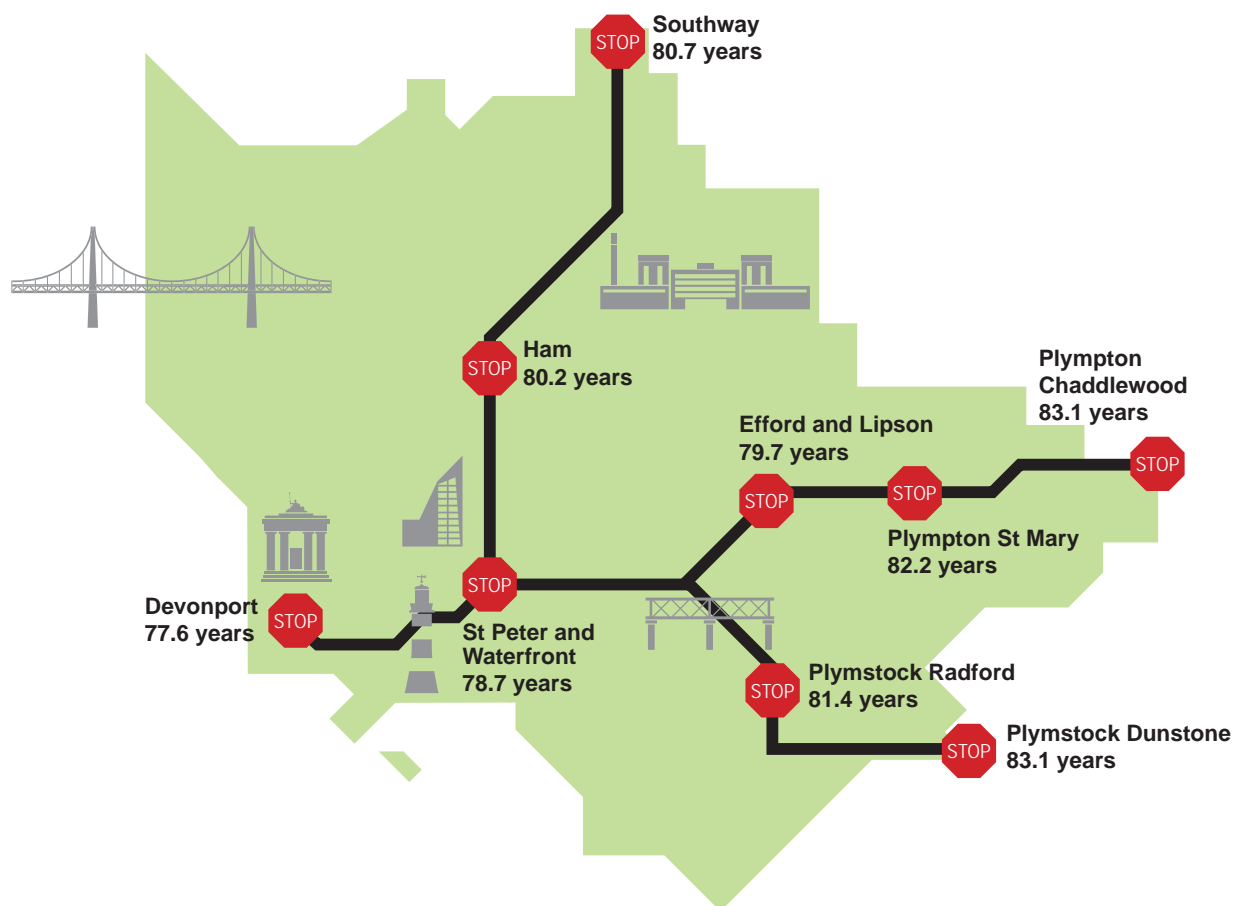
Life expectancy varies across the city; from 86.5 years in the Plympton Chaddlewood ward to 76.4 years in Drake. Figure 25 highlights that wards just a few miles apart can have life expectancy value varying by years. Travelling the seven miles west from Plympton Chaddlewood, or south from Southway, each mile closer to St Peter and the Waterfront represents over one year of life expectancy lost.

<sup>65</sup> Fair Society Health Lives, The Marmot Review, Feb 2010

<sup>66</sup> Age of death is determined by a complex mix of heredity, behaviour and lifestyle choices, social, and environmental factors and can't be accurately predicted. Life expectancy is statistically determined summary measure generally recorded as a person's average expected lifespan from birth (age 0). It is a hypothetical, yet useful, tool used to aid decision makers as it provides an overall picture of mortality and allows geographical areas to be compared.

<sup>67</sup> Life expectancy in Plymouth 2001-03 to 2012-14, Public Health, Plymouth City Council, Mar 2016

**Figure 25: Plymouth's life expectancy bus route by electoral ward, 2012-14**



In terms of inequalities, the life expectancy gap between those living in the most deprived areas and those in the least deprived areas remains significant; life expectancy in the most deprived areas of Plymouth (at 78.4 years) is 4.4 years lower than in some of the least deprived areas.<sup>68</sup>

Using the Public Health England 'Segment Tool'<sup>69</sup> it is possible to understand the broad causes of death which contribute most to the gap in life expectancy between Plymouth and England. For men these are cancer (34.5 per cent), circulatory disease (17.9 per cent), and external causes including deaths from injury, poisoning, and suicide (17.4 per cent); and for women these are circulatory disease (33.5 per cent), mental and behavioural factors including dementia and Alzheimer's disease (15.3 per cent), and cancer (14.1 per cent).

Healthy life expectancy in Plymouth (the average number of years a person can expect to live in good health) was significantly lower than the England average for both males and females in 2012-14.<sup>70</sup> Males in Plymouth had a healthy life expectancy of 59.0 years whilst females had a healthy life expectancy of 59.5 years. Unlike life expectancy, healthy life expectancy in Plymouth shows little difference between genders. However, due to the differences in overall life expectancy men in Plymouth can expect to live on average the last 19.5 years of their lives in poor health whilst for women it's their last 23.0 years.

68 Life expectancy in Plymouth 2001-03 to 2012-14, Public Health, Plymouth City Council, Mar 2016

69 Segment tool, PHE, 2016

70 Healthy life expectancy and life expectancy at birth by upper tier local authority: England, Office for National Statistics, 10 Mar 2016

## 3.2 Mental health

In 2015 there were over 26,200 people in Plymouth estimated to be suffering from common mental health problems including depression, anxiety, and obsessive compulsive disorder.<sup>71</sup> It is also common for people to meet the diagnostic criteria for two or more mental health problems and suffer from psychiatric co-morbidity. This is an important issue as it is associated with greater disease severity, longer illness duration, more functional disability, and an increased use of health services. Over 11,700 Plymouth residents aged 18-64 years in 2015 were estimated to have more than one mental health problem, a figure that is projected to decrease to around 11,500 by 2030.<sup>72</sup>

The number of referrals to the Child and Adolescent Mental Health Services (CAMHS) in Plymouth in 2015/16 was 1,207. This is a 10 per cent increase from the 1,099 referrals reported in 2014/15.<sup>73</sup> Mental health service providers report that they have noticed not only an increase in the number of referrals but also an increase in the complexity of children and young people's needs and issues requiring attention.<sup>74</sup>

Over the last three years hospital admissions of young people (aged 10-24 years) for self-harm has increased in both Plymouth (425.5 per 100,000 population to 473.6 per 100,000) and England (346.3 per 100,000 to 398.8 per 100,000). The latest 2014/15 data is significantly higher in Plymouth than England.<sup>75</sup>

## 3.3 Dementia

In 2014, 3,251 people over the age of 65 were estimated to be living with dementia in Plymouth. By 2030 it is expected that this number will have risen to 4,855.<sup>76</sup>

## 3.4 Disability

More people are living with a disability now than in the past because we're living longer and improved medical treatments are enabling more people to manage long-term health problems.

There are higher levels of long-term health problems or disability, and lower levels of reported 'good' or 'very good' health in Plymouth compared to England. According to the 2011 Census, 10.0 per cent of Plymouth residents reported having a long-term health problem or disability that limits their day-to-day activities a lot and has lasted, or is expected to last, at least 12 months. The England value was 8.3 per cent. The 2011 Census also reported fewer Plymouth residents thought their health was 'good' or 'very good', compared to England.<sup>77</sup>

Overall prevalence of learning disabilities in Plymouth was 0.51 per cent in 2014/15 a value higher than England (0.44 per cent).<sup>78</sup> Data from the same source indicates that in 2014 Plymouth had rates of children with autism<sup>79</sup> known to schools of 17.8 per 1,000 pupils compared to 10.8 per 1,000 in England; rates of children with learning disabilities known to schools of 25.3 per 1,000 pupils compared 33.7 per 1,000 in England; and rates of adults (18 to 64 years) with learning disabilities receiving long-term support from Plymouth City Council of 5.3 per 1,000 population compared with 3.7 per 1,000 in England.

71 Mental health problems predictions, Projecting Adult Needs and Service Information, 2014

72 Mental health problems predictions, Projecting Adult Needs and Service Information, 2014

73 Livewell Southwest, November 2016

74 Children and young people, a single view of need/ demand, 2016

75 Child Health Profiles, Public Health, 2016

76 Projecting Older People Population Information System, 2016

77 2011 Census table QS303EW (long-term health problem or disability), Office for National Statistics, 30 Jan 2013

78 Learning disabilities profile, PHE, 2015

79 Autism, a lifelong neuro-developmental condition, affects how a person communicates with, and relates to, other people. It also affects how they make sense of the world around them. Autism is a spectrum condition, which means that, while all people with autism share certain difficulties, their condition will affect them in different ways.

It is estimated that approximately 1 in 88 people in England will have a type of autism diagnosis. An estimated 1,700 people in Plymouth aged 18-64 are likely to have an autistic spectrum disorder.<sup>80</sup>

## 3.5 Child health and wellbeing

### 3.5.1 Low birthweight births

Low birthweight is associated with poor outcomes in infancy and increasing evidence suggests that low birthweight is an important predictor of future child and adult health. Of the term babies born in Plymouth in 2014 2.8 per cent were of low birthweight, a value comparable to England's 2.9 per cent.<sup>81</sup> Both values have remained similar for a number of years.

### 3.5.2 Breastfeeding

Breastfeeding initiation in Plymouth is statistically significantly below that of England. However, the value in Plymouth has increased from 67.1 per cent in 2010/11 to 70.5 per cent in 2014/15, whilst the national value has remained fairly static.<sup>82</sup>

Levels of breastfeeding at 6-8 weeks are statistically significantly below that of England (infants either totally or partially breastfed). However, the value in Plymouth has increased from 35.0 per cent in 2010/11 to 38.2 per cent in 2014/15, whilst the national value has declined.<sup>83</sup>

### 3.5.3 Teenage pregnancy

Over the last 20 years the England average rate of teenage pregnancy per 1,000 females aged 15-17 has dropped by 51.1 per cent i.e. from 46.6 per 1,000 to 22.8 per 1,000. Over the same period Plymouth has seen a drop by 45.9 per cent i.e. from 54.7 per 1,000 to 29.6 per 1,000.

The rate of teenage conceptions has fallen significantly in recent years due to national policy and local action. For example between 2012 and 2014 the rate of teenage pregnancy has decreased nationally from 27.7 per 1,000 to 22.8 per 1,000 and locally from 39.5 per 1,000 to 29.6 per 1,000. However the Plymouth rate remains higher than the England and also South West averages. Rates are higher in more deprived neighbourhoods. The reason this remains important is that evidence indicates that health and social outcomes are poorer for teenage mothers and their children.

### 3.5.4 Children's dental health

Dental decay remains a significant problem for many children in Plymouth. There are large differences in the extent of decay experienced by children depending on where they live; those from more deprived areas often suffering from a higher burden of disease. In Plymouth, 848 children (aged one to 16 years) had teeth removed under general anaesthetic (GA) in 2015/16. On an electoral ward basis the rate of dental extractions ranged from 56.2 per 10,000 children aged 0-16 years in the Plympton Chaddlewood ward to 292.0 per 10,000 in the Honicknowle ward (this represents over a five-fold difference) whilst the rate was over three times higher in children from the most deprived areas of the city (261.5 per 10,000) compared to the least deprived (85.1 per 10,000).<sup>84</sup>

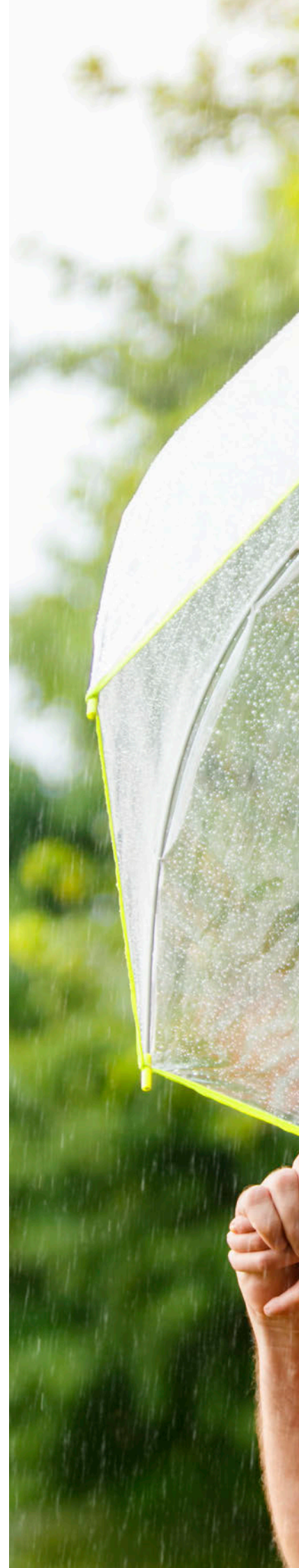
<sup>80</sup> Projecting Adult Needs and Service Information System, 2016

<sup>81</sup> Low birth weight of term babies, Public Health Outcomes Framework indicator 2.01, 2014

<sup>82</sup> Breastfeeding initiation, Public Health Outcomes Framework indicator 2.02i,

<sup>83</sup> Breastfeeding at 6-8 weeks, Public Health Outcomes Framework indicator 2.02ii

<sup>84</sup> Dental extractions under general anaesthetic in Plymouth Children 2015/16, Public Health, Plymouth City Council, 26 Jul 2016









A variety of other child and maternal health data is provided by Public Health England and can be accessed using the link in [Appendix B](#).

## 3.6 Lifestyle behaviours

Four lifestyle behaviours (poor diet, lack of exercise, tobacco use, and excess alcohol consumption) are risk factors for four diseases (coronary heart disease, stroke, cancers, and respiratory problems) which together account for 54 per cent of deaths in Plymouth.<sup>85</sup> These behaviours remain highest in the areas where people are most deprived.

### 3.6.1 Diet

In a health-related behaviour survey of secondary school pupils in Plymouth, 16 per cent reported eating five or more portions of fruit and vegetables on the day prior to the survey in both 2013/14, and when the survey was repeated in 2015/16.<sup>86</sup>

Plymouth has a similar proportion of adults eating the recommended 'five-a-day' (51.4 per cent) compared to England (52.3 per cent).<sup>87</sup>

### 3.6.2 Physical activity/inactivity

In 2015 56.2 per cent of adults in Plymouth were classed as physically active, a figure similar to the England average of 57.0 per cent.<sup>88</sup> Results from a health related behaviour survey carried out by the Schools Health and Education Unit in secondary schools across the city reported that 67.3 per cent of the pupils surveyed 'exercised enough to breathe harder and faster on at least three days in the week' in 2015/16 (an increase from 66.0 per cent in 2014/15).<sup>89</sup>

**Figure 6: 2014 Plymouth Health and Wellbeing survey 'What stops you from becoming more physically active?'**

	Strategic growth areas (per cent)	Plymouth average (per cent)
Lack of time	49.6	48.3
Lack of childcare	13.5	14.1
Lack of money	29.9	31.3
Lack of transport	8.8	9.2
Personal safety concerns	31.0	28.9
Few opportunities to participate	12.2	12.2
Unable to access facilities	10.3	9.9

Physical inactivity directly contributes to one in six deaths in the UK and costs £7.4bn a year to business and wider society.<sup>90</sup> Locally only 18.6 per cent of the adult population of Plymouth exercises for 30 minutes three times a week making the city one of the lowest exercising areas in the South West.<sup>91</sup> Physical inactivity is estimated to cost the Plymouth economy more than £4.1 million per annum.<sup>92</sup>

<sup>85</sup> Positive choices for better health in a growing city: director of public health annual report 2014/15, Public Health, Plymouth City Council, Jul 2015

<sup>86</sup> Health Related Behaviour Survey: Plymouth secondary schools 2014 and 2016, Public Health, Plymouth City Council, Nov 2016

<sup>87</sup> Active People Survey: proportion of the adult population meeting the recommended '5-a-day' on a usual day, Public Health Outcomes Framework indicator 2.11i, 2015

<sup>88</sup> Active People Survey: percentage of inactive adults 2015, Public Health Outcomes Framework indicator 2.13ii, Nov 2016.

<sup>89</sup> Health Related Behaviour Survey: Plymouth secondary schools 2014 and 2016, Public Health, Plymouth City Council, Nov 2016

<sup>90</sup> Working Together to Promote Active Travel, Public Health England, 2016

<sup>91</sup> Local Transport Plan 2011-2026, Plymouth City Council, April 2011.

<sup>92</sup> Physical Activity Needs Assessment for Plymouth 2015-2018

For most people, the easiest and most acceptable forms of physical activity are those that can be built into everyday life, this is why active travel has such potential in terms of achieving health benefits. 75 per cent of children live within a 15 minute cycle ride of a secondary school.<sup>93</sup> In Plymouth's growth areas the percentage of Year 6 students with excess weight ranges from 13.4 to 53.8 per cent.<sup>94</sup> If more school journeys are completed by walking and cycling both the health and transport utility benefits are realised. Short car trips (under five miles) are a prime area for switching to active travel and two out of three personal trips are less than five miles.<sup>95</sup>

## 3.6.3 Smoking

The rate of smoking in Plymouth has fallen in recent years however it remains higher than the England average. Currently 20.6 per cent of the adult population of Plymouth smokes compared to the England average of 16.9 per cent.<sup>96</sup>

Rates are higher among specific groups of people such as those who live in more deprived areas. The rates of smoking in wards in Plymouth range from 4.1 per cent to 37.1 per cent. Generally the more deprived wards have a higher rate of smoking and a higher rate of children who report that they have tried smoking. This is important because smoking is a fundamental cause of ill health and the principle reason for the difference in life expectancy within the city.<sup>97</sup>

## 3.6.4 Alcohol and drug misuse

Alcohol and drug (illegal and prescribed) dependence are significant issues for Plymouth. They are commonly associated with mental health problems, homelessness, and offending, and have negative impacts on families and children. In 2015 over 5,500 people in the city aged 18-64 were estimated to be dependent on drugs; and nearly 10,000 were predicted to be alcohol dependent.<sup>98</sup> This has significant consequences and costs for the city in terms of individual health and wellbeing, family breakdown, and social cohesion.

The number of alcohol related hospital admissions provides a measure of the burden of health harms and the impact of alcohol related disease and injury. The number of admissions in Plymouth has risen significantly over recent years. In 2014/15 there were over 5,600 admissions, which is significantly higher than the English average.<sup>99</sup> Rates of alcohol-related hospital admissions are higher in more deprived areas.

Under-18 admissions for an alcohol specific condition has been on a downward trajectory both locally and nationally since 2007. Although the number of admissions has reduced, Plymouth continues to have a significantly higher rate (53.9 per 100,000 population) than England (36.6 per 100,000).<sup>100</sup>

<sup>93</sup> Cycling and Walking Investment Strategy, Department for Transport, March 2016

<sup>94</sup> 2014/15 National Child Measurement Programme. For adults the percentage of adults with excess weight ranges from 54.12 to 72.47 per cent (2012/13). However, the excess weight for adults is based on the GP referral to hospital data and could overestimate the number of adults with excess weight as adults with excess weight may be more likely to get referred to hospital

<sup>95</sup> Cycling and Walking Investment Strategy, Department for Transport, March 2016

<sup>96</sup> Tobacco Control Needs Assessment for Plymouth 2017, Public Health, Plymouth City Council, 2017

<sup>97</sup> Tobacco Control Needs Assessment for Plymouth 2017, Public Health, Plymouth City Council, 2017

<sup>98</sup> Drug/alcohol predictions, Projecting Adult Needs and Services Information, 2014

<sup>99</sup> Local Alcohol Profiles for England 2016: Plymouth, Public Health England, 06 Sep 2016

<sup>100</sup> Active People Survey: percentage adults classified as overweight or obese 2013-15, Public Health Outcomes Framework indicator 2.12, Nov 2016

## 3.7 Obesity

Results from the 'National Child Measurement Programme' (NCMP) 2015/16 show that by the time they start primary school around one in four children living in Plymouth are either overweight or very overweight, and by the time they leave primary school this has increased to one in three.<sup>101</sup>

Compared to Plymouth, fewer children in England are overweight or very overweight when starting primary school, but more fall into this category by the time they leave. This suggests that the environment in Plymouth may be more obesogenic for pre-school children, but less obesogenic for those of primary school age when compared to England.

As a result of more sedentary lifestyles and increased availability and affordability of high calorie food the prevalence of obesity among adults has grown considerably over the past few decades. Survey data for Plymouth 2013-15 shows that 62.4 per cent of adults aged 16 are classified as overweight or very overweight, a value similar to the 64.8 per cent seen for England.<sup>102</sup>

## 3.8 Chronic diseases

The following data is not available at local authority level. Instead they are available at Clinical Commissioning Group (CCG) level. Plymouth sits within the Western locality of the NHS Northern, Eastern, and Western (NEW) Devon CCG.

### 3.8.1 Coronary heart disease

Since 2012/13 the prevalence of coronary heart disease in England has remained between 3.2-3.3 per cent. The prevalence in NEW Devon CCG has been consistently higher than England. The current prevalence of 3.9 per cent is significantly higher than England.<sup>103</sup>

### 3.8.2 Stroke

Since 2012/13 the prevalence of stroke in England has remained static at 1.7 per cent. The prevalence in NEW Devon CCG has been consistently higher than England and has increased by 0.1 per cent annually. The current prevalence of 2.2 per cent is significantly higher than England.<sup>104</sup>

### 3.8.3 Cancers

Since 2012/13 the prevalence of cancer in England has increased. The prevalence in NEW Devon CCG has also increased and consistently been higher than England. The current prevalence of 2.9 per cent is significantly higher than England (2.4 per cent).<sup>105</sup>

### 3.8.4 Respiratory disease

Since 2005/06 the prevalence of Chronic Obstructive Pulmonary Disease has increased in England.<sup>106</sup> The prevalence in NEW Devon CCG has been consistently higher than England since 2010/11 and has increased at a greater rate. The current prevalence of 2.0 per cent is significantly higher than England (1.8 per cent).

<sup>101</sup> National Child Measurement Programme England 2015/16, NHS digital, 03 Nov 2016

<sup>102</sup> Active People Survey: percentage adults classified as overweight or obese 2013-15, Public Health Outcomes Framework indicator 2.12, Nov 2016

<sup>103</sup> Cardiovascular disease profile, PHE

<sup>104</sup> Cardiovascular disease profile, PHE

<sup>105</sup> Cancer Services profile, PHE

<sup>106</sup> INHALE profile, PHE



### 3.8.5 Diabetes

Since 2012/13 the prevalence of diabetes has increased in England.<sup>107</sup> The prevalence in NEW Devon CCG has increased by a greater extent than England. The current prevalence of 6.7 per cent is higher than the England value of 6.5 per cent.

## 3.9 Mortality

Since 1995 rates of mortality (all-age all-cause) have fallen for males, females, and hence persons in both Plymouth and England as a whole. Despite this fall, rates of male all-age all-cause mortality in Plymouth have consistently been higher than the England average, whilst rates for female all-age all-cause mortality have generally been similar to England.<sup>108</sup> The rate in Plymouth in 2012-14 was 102.8 per 10,000 population. This compares with 94.9 per 10,000 for England.<sup>109</sup> Rates across Plymouth vary from a low of 58.8 per 10,000 in the Plympton Chaddlewood ward to a high of 129.5 per 10,000 in the Drake ward.<sup>110</sup>

In 2012-14 the all-age, all-cause mortality rate in those aged under the age of 75 years (i.e. considered to be premature mortality) in Plymouth was 37.6 per 10,000 under-75 population.<sup>111</sup> This varied across the city, with more deprived areas having rates nearly twice as high as the least deprived areas.

Plymouth has higher mortality rates than England for cancers, coronary heart disease and respiratory disease that account for the majority of deaths in Plymouth.<sup>112</sup> Rates of death for all four diseases are higher in the more deprived areas of the city.<sup>113</sup>

Combining the four causes of death locally results in a 2012-14 mortality rate of 55.1 per 10,000 all-age population. Rates by ward vary from a low of 31.1 per 10,000 in the Plympton Chaddlewood ward to a high of 76.4 per 10,000 in the St Peter and the Waterfront ward (see Figure 26).

Again this varied with deprivation, with the more deprived areas of the city having higher rates than the lesser deprived areas.

<sup>107</sup> Diabetes profile, PHE

<sup>108</sup> Mortality from all causes: directly standardised rate, all ages, annual trend, MFR, NHS Digital, Dec 2015

<sup>109</sup> Mortality from all causes: directly standardised rate, all ages, 3-year average, MFR, NHS Digital, Dec 2015

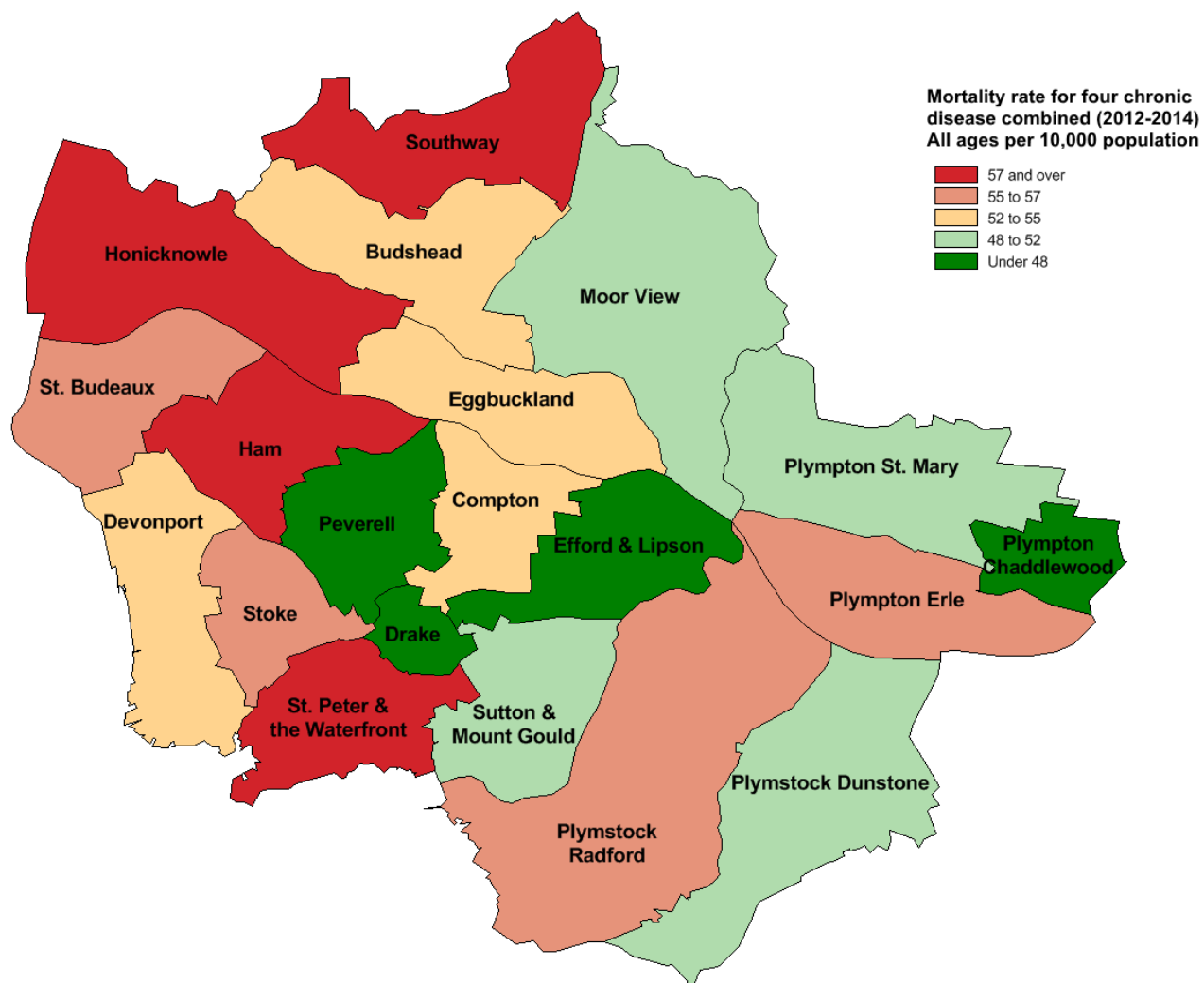
<sup>110</sup> Public Health, Plymouth City Council, Oct 2015

<sup>111</sup> Mortality from all causes: directly standardised rate, <75 years, 3-year average, MFR, NHS Digital, Dec 2015

<sup>112</sup> Mortality from coronary heart disease/stroke/cancer: directly standardised rates, all ages, 3-year average, MFR, NHS Digital, Dec 2015

<sup>113</sup> Public Health, Plymouth City Council, Aug 2016

**Figure 26: All-age mortality rate for cancer, heart disease, respiratory disease, and stroke combined, 2012-14**



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## 3.10 Vulnerable groups

### 3.10.1 Families with children under five

The Plymouth [Health Visitor caseload survey](#) collects subjective information about the health circumstances for every family with children under five in Plymouth (around 12,100 in 2016). It assesses each family against a set of 31 factors covering their social and lifestyle situation together with disabilities and illnesses they may be experiencing.

Families which experience four or more of the 26 original factors (there are 31 factors in total, 26 of which have been in the survey since it started) are considered 'vulnerable'. In 2016 2,202 families (18.2 per cent) were in this category, an increase from 16.0 per cent in 2014. The St Budeaux ward had the highest percentage of vulnerable families in 2016 (36.0 per cent; 319 families). This compares with Plympton St Mary where the value was 3.2 per cent (16 families) in the same period.

### 3.10.2 Children in care

For the last three years the number of children and young people in care has ranged between 380 and 400, remaining relatively stable compared to the national trend.

In 2015/16, 205 children and young people (115 males, 90 females) came into the care of the local authority. Of these, 80 were aged 0-4 years, 35 were aged 5-9 years, and 80 were aged of 10-17 years.

### 3.10.3 Families with multiple and complex needs/ safeguarding children

In Plymouth the main problems facing families with children subject to a child protection plan are domestic abuse, unsafe parenting, at sexual risk from an adult, parental mental health problems, parental alcohol misuse, or parental drug misuse.

### 3.10.4 Carers

In England and Wales there are around 5.4 million people providing unpaid care for an ill, frail, or disabled family member or friend. Using data from the 2011 Census, there were 27,247 of these carers in Plymouth. This was a 13 per cent increase on number identified in the 2001 Census. The majority (57.3 per cent) provided one-19 hours of care per week but nearly 30 per cent (7,566 individuals) were committing over 50 hours.

### 3.10.5 Young carers

Young carers are the children and young people who take on the responsibility of caring for a family member, most often a parent or sibling, who has a condition such as a disability, illness, mental health condition or a drug and/or alcohol problem. The approximate total number of children and young people aged 18 years and younger in Plymouth is 56,155. Using the national estimate, that 1.5 per cent of young people are carers, it suggests there are at least 840 children and young people with caring responsibilities in the city. There are approximately only 200 young carers under the age of 18 known to Plymouth City Council, therefore there could be around 640 young carers unknown to the local authority.<sup>114</sup>

### 3.10.6 Community-based care

Plymouth's rising population (described in [section 2.2.4](#)) is likely to put increasing pressure on community-based provision within the definition outlined in the 'Community-based care commissioning strategy'. One of the most significant factors that will impact on further demand for community services is the growing number of older people in Plymouth.<sup>115</sup> It is estimated that Plymouth's population will increase by over 16,000 by 2030. The largest increase will be seen in those aged 75 years and older (54.6 per cent).<sup>116</sup>

Community-based care delivers targeted services for people who need support in the community to maintain independence or those who may be at risk in the future of losing their independence. The services support people with multiple care and support needs, people requiring urgent care, and people with long-term needs who require ongoing personalised support. The 'Community-based Care Needs Assessment' undertaken in 2016 provides an extensive overview of community based care needs and demand.

#### People with multiple care and support needs

Local information, combined with national modelling, indicates that adults experience complex needs (relating to homelessness, substance misuse, offending, and mental health) at different levels. Within Plymouth the 'Community-based Care Needs Assessment' identifies that:

- there is a core group of approximately 270 individuals requiring intense

<sup>114</sup> Children and young people, a single view of need/ demand, 2016

<sup>115</sup> Community-based Care Commissioning Strategy, 2016

<sup>116</sup> Office of National Statistics Population Projections

support for a number of issues at the same time

- here are approximately 3,000 people that are not in immediate crisis but could shift into core without intervention
- there are approximately 5,000 people who have complex needs but are stable and engaging with support.

## People requiring urgent care

These people may need services such as rapid response home care, mental health support services, reablement and/or community equipment.

The 'Community-based Care Needs Assessment' reports that the number of emergency admissions to hospital is expected to rise by around 1.1 per cent per year. However, due to the ageing population it is expected that the total number of emergency bed days will increase by around 1.6 per cent per year. It is also known that the prevalence of long-term conditions is rising, which will place an additional demand pressure on the urgent care system.<sup>117</sup>

There has already been an increase in the number of domiciliary hours commissioned by Plymouth City Council and Northern, Eastern and Western Devon Clinical Commissioning Group. A 12.5 per cent increase in hours was reported in 2014/15.<sup>118</sup>

## People with long-term needs requiring ongoing personalised support

In 2014, a total of 12,041 people over the age of 65 were predicted to have a long-term limiting illness where their day-to-day activities were limited a lot (self-definition as per the 2011 census). Between 2014 and 2030, it is expected that the number of people aged over 65 with a limiting long-term illness will rise from 12,041 to 16,538.<sup>119</sup> Reasons for requiring long-term support include; sensory impairment, dementia, frailty, mental health issues, and learning disabilities.

## Residential and nursing care

There were in excess of 1,000 clients in long-term residential care in 2015/16. Although numbers are stable (1,092 in 2014/15) the average annual cost of a long term residential care package has risen, from £31,530 at 2015/16 year end to £34,419 as at the end of November 2016.

The numbers in long-term nursing care are increasing. In 2015/16 192 clients accessed long term nursing care. Between April and November 2016 that number was 209 so numbers for 2016/17 will be higher. The average annual cost of a long-term nursing care package has also increased, from £27,764 at 2015/16 year end to £31,659 as at the end of November 2016.

The increase in the cost of residential and nursing care placements (including short-term placements) is a concern.

The quality of residential and nursing care provision in Plymouth remains high. The percentage of homes that are rated by the Care Quality Commission as 'good' or 'outstanding' is higher than the England average. The most recent adult social care client survey also showed that 70 per cent of people in receipt of long-term social care were either 'satisfied' or 'very satisfied' with the care they receive. This is also above the national average.

<sup>117</sup> Community-based care needs assessment, 2016

<sup>118</sup> Community-based care commissioning strategy, 2016

<sup>119</sup> Projecting Older People Population Information System



### 3.10.7 Safeguarding adults

The **Adult Safeguarding Health needs assessment** provides an in-depth analysis in relation to the people in Plymouth who are in need of safeguarding (i.e. in need of care and support who also, due to these needs, may be unable to protect themselves, and therefore must be protected from the risk of or actual abuse).

In 2015/16 there were 1,731 safeguarding concerns reported. Based on the reported incidents, those most at risk of needing safeguarding are older people in receipt of physical support and who are resident in a care home setting or who live in their own home. However, ongoing analysis has also identified a cohort of people who are the subject of a disproportionately low number of safeguarding alerts. These are people who are in receipt of their social care support via a direct payment meaning less is known about their circumstances and they are subject to much less social care supervision.

### 3.10.8 Social isolation<sup>120</sup>

The percentage of families with children under-5 surveyed in the biennial health visitor survey in Plymouth and indicated to experience social isolation has increased from 5.3 per cent in 2014 to 6.7 per cent in 2016.<sup>121</sup>

In contrast, adult social care users reporting that they have as much social contact as they would like has increased from 46.4 per cent in 2014/15 to 47.5 per cent in 2015/16. These values are similar to the values for England at the same time points (44.8 per cent and 45.4 per cent respectively).<sup>122</sup>

**Appendices B to D contain a variety of additional resources that the reader might find useful and many have been referenced in this section.**

- **Appendix B** contains the single point of access to all nationally produced Public Health England data profiles and tools.
- **Appendix C** contains a variety of other additional resources produced by Plymouth City Council.
- **Appendix D** contains a subset of documents that make up Plymouth City Council's Joint Strategic Needs Assessment (JSNA) in addition to a link to the JSNA webpage.

<sup>120</sup> Social isolation describes the state of being deprived of social relationships with others at the different levels where human interaction takes place (individual, group, community and the larger social environment) that provide positive feedback and are meaningful to the individual. The quality and quantity of social relationships can affect people's mental and physical health with evidence linking both social disconnectedness and loneliness to early mortality.

<sup>121</sup> Survey of health visitor caseloads 2002 to 2016, Public Health, Plymouth City Council, 2016

<sup>122</sup> Wider determinants of health profile, PHE, 2017





## 4. GROWING PLYMOUTH

Plymouth is one of the largest cities on the south coast and the 15th largest city in England with a population of approximately 264,200 an economic output of £5.2 billion, providing 108,000 jobs and with a further 100,000 people in its travel to work area (2015). Plymouth is the most significant economic centre in the South West Peninsula and the largest urban area in the Heart of the South West (HotSW) Local Enterprise Partnership (LEP)<sup>123</sup>, making it a key location for growth.

### 4.1 The economy

#### 4.1.1 Employment and jobs

Since the 2009 recession the city's economic performance has improved with Plymouth demonstrating increased and sustained output growth. The city has an annual total Gross Value Added (GVA)<sup>124</sup> of £5.2bn (2015), an increase from £5.15bn in 2014 and the highest value ever.

Plymouth currently has a marginally higher employment rate than nationally (74.8 per cent compared to 74.2 per cent) and an economic activity rate also slightly higher than the national figure (78.6 per cent compared to 78.0 per cent).<sup>125</sup> Of those aged 16-64 who are economically active but unemployed the figures are slightly higher for men than the national average (for men 5.0 per cent compared to 4.9 per cent nationally with women reflecting the national picture 4.5 per cent compared to 4.5 per cent nationally).<sup>126</sup>

Since employment reached near full-employment levels during the post-recession recovery, employment growth has slowed and it is productivity led growth that will further drive output growth. The Royal Society for the encouragement of Arts, Manufactures and Commerce (RSA) Inclusive Growth Commission's final report<sup>127</sup> comments that the previous national focus on higher employment was meant to provide the answer to addressing some of the country's social problems, but concludes that focusing on the quantity, rather than the quality, of jobs in effect has exacerbated inequalities with many places feeling left behind and trapped in low productivity/low wage cycles and an over-reliance on public services.

Plymouth's future growth potential therefore is more likely to lie in productivity led growth with a focus on the 'quality' of the jobs created. This means increased private sector jobs over public sector jobs and the creation of more high-productivity jobs with opportunities to progress into these jobs through career and wage progression. More permanent, full-time and sustainable job opportunities, rather than low-skilled jobs with zero-hour contracts that lack income security, are needed.

<sup>123</sup> Local enterprise partnerships (LEPs) are voluntary partnerships between local authorities and businesses set up in 2011 by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within the local area.

<sup>124</sup> GVA measures the contribution to an economy, producer, sector or region. It equals the value of the 'outputs' (normally turnover) of an enterprise less the 'inputs' (the cost of bought in goods and services). GVA is important because it is used in the calculation of gross domestic product (GDP) which is a key indicator of the state of a nation's total economy.

<sup>125</sup> Nomis (2017), Labour Market Profile, Employment and unemployment, March 2017

<sup>126</sup> Nomis (2017), Labour Market Profile, Employment and unemployment, March 2017

<sup>127</sup> RSA Inclusive Growth Commission, 'Making our Economy Work for Everyone', March 2017

## 4.1.2 Job numbers

The latest figures (2015) show the number of jobs in Plymouth has increased to 107,800 (a net increase of 100 jobs (0.1 per cent) since 2014 but well below the national average of 1.4 per cent). This equates to 2,847 new jobs being created in 2015, however, based on net jobs 2,787 were lost.

Of the total jobs in Plymouth, 69,600 were full time and over half of these 38,200 were part-time jobs (2015).<sup>128</sup>

**Table 7: Jobs by industry breakdown**

Industry	2009	2010	2011	2012	2013	2014	2015
A : Agriculture, forestry and fishing	31	52	48	63	31	44	90
B : Mining and quarrying	44	44	42	28	23	22	20
C : Manufacturing	12,478	11,363	11,909	12,237	12,563	13,071	12,700
D : Electricity, gas, steam and air conditioning supply	760	772	693	727	615	351	300
E : Water supply; sewerage, waste management and remediation activities	242	245	413	344	360	500	400
F : Construction	3,768	3,265	3,456	3,325	3,475	3,901	4,200
G : Wholesale and retail trade; repair of motor vehicles and motorcycles	18,015	16,686	16,447	16,033	16,004	15,922	16,500
H : Transportation and storage	5,520	5,412	5,058	4,885	4,993	4,623	5,900
I : Accommodation and food service activities	7,571	7,405	7,006	7,506	7,731	7,699	7,700
J : Information and communication	2,257	1,909	1,850	1,759	1,473	1,756	1,800
K : Financial and insurance activities	2,633	2,509	2,199	2,035	2,218	2,067	1,800
L : Real estate activities	1,026	1,297	1,781	1,801	2,199	2,215	1,900
M : Professional, scientific and technical activities	4,776	4,752	4,195	3,948	4,118	4,665	5,000
N : Administrative and support service activities	7,094	6,417	7,126	7,053	5,608	6,135	6,300
O : Public administration and defence; compulsory social security	5,939	5,268	5,181	7,142	7,029	7,024	5,900
P : Education	11,332	12,479	13,057	12,759	13,635	12,720	12,800
Q : Human health and social work activities	18,192	17,838	18,170	18,668	19,944	20,577	20,300
R : Arts, entertainment and recreation	2,480	2,884	2,436	2,616	2,551	2,780	2,500
S : Other service activities	1,504	1,596	1,502	1,849	1,747	1,634	1,700
T : Activities of households as employers; undifferentiated goods- and services-producing activities of households for own use	0	0	0	0	0	0	0
U : Activities of extraterritorial organisations and bodies	0	0	0	0	0	0	0
Total	105,662	102,193	102,566	104,778	106,316	107,706	107,800

Nomis (2015), employee jobs by industry



Table 7 shows that Plymouth's 'human health and social work activities' sector is the largest source of employment in the city comprising over 20,000 jobs. The city's 'manufacturing sector', represents 12.0 per cent of Plymouth's total employment (compared to 8.3 per cent nationally).

In 2015 the city saw the most significant increase in actual jobs in the 'transportation and storage' industry sector; a 30 per cent increase since 2014. The second largest increase was in 'professional, scientific and technical activities' and 'wholesale and retail trade' both seeing a 7 per cent increase. However, these increases are offset by significant decreases in sectors such as 'real estate activities' at -21 per cent; 'water supply; sewerage, waste management and remediation activities' at -20 per cent; and 'electricity, gas, steam and air conditioning supply', 'financial and insurance activities' and 'public administration and defence; compulsory social security' all reduced by -15 per cent. The latter representing the city's efforts to re-balance the economy from public to private sector.

While significant strides have been made to build diversification and resilience into the Plymouth economy, there is still an over dependence on the public sector for employment. Since the financial crisis, the number of public sector jobs in the city has steadily decreased. In 2009, 26,517 of Plymouth's employees worked for the public sector (25 per cent of all jobs compared to 22 per cent nationally). While this figure dropped to 21,869 in 2015, Plymouth still remains dependent on the public sector (20.3 per cent) relative to the regional (17.5 per cent) and national averages (17.4 per cent).<sup>129</sup>

As the city moves to rebalance its economy there is an increasing role for the voluntary, community and social enterprise sector. Plymouth has recognised the value of the social economy locally and established a Social Enterprise Investment Fund (SEIF) making grant/loan investments in social enterprises. To date over £1.8 million has been invested, which directly supports 201 jobs.

### 4.1.3 Employment by occupation

In terms of employment by occupation, although dependent on the types of jobs that are available in the city and the commuting patterns of high earners from outside the city affecting the distribution of the workforce, Plymouth still has a lower percentage of people in employment in major occupation groups one to three (38.3 per cent) compared to 45.5 per cent nationally.<sup>130</sup>

<sup>129</sup> BRES public sector figures

<sup>130</sup> Nomis (2017), Labour Market Profile, Employment by occupation, April 2016-March 2017

**Table 8: Employment by occupation**

Employment by occupation	Plymouth (numbers)	Plymouth (per cent)	South West (per cent)	Great Britain (per cent)
Soc 2010 major group 1-3	49,600	38.3	45.3	45.5
1 Managers, directors and senior officials	11,100	8.6	11.6	10.7
2 Professional occupations	20,400	15.8	19.2	20.4
3 Associate professional and technical	18,000	13.9	14.5	14.2
Soc 2010 major group 4-5	27,900	21.6	21.9	20.7
4 Administrative and secretarial	12,900	10.0	10.2	10.2
5 Skilled trades occupations	15,000	11.5	11.7	10.4
Soc 2010 major group 6-7	29,000	22.4	16.3	16.7
6 Caring, leisure and other service occupations	15,600	12.1	9.0	9.1
7 Sales and customer service occupations	13,400	10.3	7.3	7.5
Soc 2010 major group 8-9	22,900	17.7	16.4	17.1
8 Process plant and machine operatives	10,500	8.1	5.8	6.3
9 Elementary occupations	12,300	9.5	10.6	10.7

Nomis ((April 2016-March 2017) Employment by occupation

Plymouth however has higher than national proportions of people in the 'skilled trades' (11.5 per cent compared to 10.4 per cent nationally) and also in 'caring, leisure and other service occupations' (12.1 per cent compared to 9.1 per cent) and 'sales and customer service occupations' (10.3 per cent compared to 7.5 per cent). Plymouth has less employment in 'administrative and secretarial occupations' at 10.0 per cent this is less than both the South West (10.2 per cent) and nationally (10.2 per cent).

Of those aged 16-64 years old considered economically active 14,300 people or 8.0 per cent were self-employed. This is slightly less than the national figure of 10.6 per cent.<sup>131</sup>

#### 4.1.4 Wages

Plymouth's full time weekly earnings by place of residence for all workers is £481.50 compared to £513.20 in the South West (2016) this is a decrease for Plymouth from £483.90<sup>132</sup> in 2015 compared to the South West which has increased to £498.30. The gender pay gap in the city also persists with men earning on average £500.80 weekly gross pay compared to women at £454.80 (2016)<sup>133</sup>. This is a decrease for both men and women from 2015 when pay was £506.80 and £454.80 men and women respectively.

Plymouth's gross disposable household income per head at current basic prices for 2015 was £15,886 which is an increase on 2014 of £15,429 (3 per cent) while the South West increased 3.5 per cent both higher than nationally at 2.9 per cent.

<sup>131</sup> Nomis (2017), Labour Market Profile, Employment and unemployment (April 2016-March 2017)

<sup>132</sup> Nomis (2016), Labour Market Profile, Weekly full time earnings by residence

<sup>133</sup> ONS from Nomis (2016), Annual survey of hours and earnings by residence, accessed July 2017

### 4.1.5 Unemployment

There were 18,300 people claiming out of work benefits in November 2016<sup>134</sup>. This equates to 10.8 per cent of the resident population aged 16-64 years. This is higher than in the South West at 7.3 per cent and the national figure of 8.4 per cent. This claimant figure has slowly reduced over the last ten years from 21,470 (12.9 per cent) in November 2006. Of those claiming out of work benefits 1,950 or 1.1 per cent are lone parents this is in line with the national figure of 1.0 per cent. However the number of people claiming out of work benefits who are carers or disabled is higher in Plymouth than the South West and nationally. There are 3,480 claimants (2 per cent) who are carers, compared to 1.5 per cent in the South West and 1.7 per cent nationally. Disabled claimants in Plymouth total 1,980 people (1.2 per cent) compared to 0.9 per cent in the South West and 0.8 per cent nationally.<sup>135</sup>

Youth unemployment (18-24 year olds) reached an all-time low in December 2015 (735 claimants) although this has risen in the past year and now stands at 930 claimants (March 2017) accounting for 24.10 per cent of all Job Seeker Allowance (JSA) claimants.

Plymouth has 3,860 (2.3 per cent) people on job seekers allowance (JSA/ Universal Credit) compared to 1.4 per cent for the South West. This is higher than the national average (2.0 per cent) suggesting a higher percentage of people in Plymouth rely on welfare relating to unemployment (March 2017). This increase may in part be due to people moving across from employment support allowance (ESA) through the reassessment process.

One of the key challenges faced by the city is the elevated number of people who are economically inactive due to long term sickness. There were 13,380 ESA claimants in Plymouth in November 2016 (7.9 per cent of the working age population compared to 5.5 per cent in the South West or 6.1 per cent nationally)<sup>136</sup>. These figures have remained persistently static over the last few years risking a widening of economic, health and social inequalities in the city with particular hot spots and hidden unemployment.

### 4.1.6 Productivity

Productivity in the Heart of the South West LEP area is less than 80 per cent of the national average. GVA per head has fallen for the second consecutive year from 79.3 per cent (2014) to 78 per cent (2015). This represents the scale of the productivity challenge that Plymouth and the South West faces. Plymouth's GVA per head in 2015 stands at 78.0 (or £19,762) compared to national figures of 103.2 (or £26,159). At present, it is therefore on productivity and its drivers (particularly business start-ups and knowledge based employment) where the city continues to lag and needs to raise its relative standing<sup>137</sup>.

### 4.1.7 Business start-ups

The number of business start-ups in Plymouth in 2015/16 was 875 (a rate of 51.5 businesses per 10,000 people of working age, compared to England's rate of 99.3 and HotSW's rate of 68.7). Plymouth's rate decreased by 1.7 per cent compared to 2014/15, whereas England's rate increased by 10 per cent for the same period. Business survival rates during the first two years are higher in the South West than the national average; however rates fall off markedly thereafter.<sup>138</sup>

In Plymouth, initial survival rates compare well, but there is a sharp drop in survival after year three.<sup>139</sup>

<sup>134</sup> Nomis (2016), Labour Market Profile, Out of work benefits November 2016

<sup>135</sup> Nomis (2016) Working-age client group – main benefit claimants – not seasonally adjusted (August 2016)

<sup>136</sup> Nomis (2016), Labour market statistics, out of work benefits ESA, November 2016

<sup>137</sup> ONS (2015), GVA per head

<sup>138</sup> ONS (2015), Business demography

<sup>139</sup> ONS (2015), Business demography

### 4.1.8 International exports

Plymouth has a low propensity to export internationally with a limited 'reach' in trading terms preventing many of Plymouth's businesses reaching their full productive potential. Plymouth has among the lowest export rates in the UK. A 2011 South West Business Survey showed that close to two-thirds (64 per cent) of South West businesses indicated that they did not engage with exports. Amongst those that did (n=258), a third of businesses valued their export trade at less than £10,000 and 22 per cent at over £100,000. Respondents that did not trade internationally indicated the main reasons for this being that the business was too small to trade internationally (49 per cent), with 21 per cent saying that they wouldn't be able to trade internationally, due to the nature of the business<sup>140</sup>. This is likely to also be the case for Plymouth. More bespoke support to businesses for trading (particularly online) and finding routes into new export markets, especially in growing economies (e.g. the Brazil, Russia, India and China (BRIC) economies), as well as capitalising on traditional European trading routes, will genuinely boost export performance.

### 4.1.9 Competitive advantages

Plymouth is recognised for its strength across the marine industries, advanced manufacturing sector, and the defence sector, with global companies and world-leading research institutions already based here. From the 2014 Business Register for Employment Survey (BRES) Plymouth alone accounts for 9.2 per cent of England's entire marine industry. This is larger than the entire Solent LEP area, which accounts for 8.4 per cent. Productivity levels (GVA per head) for this sector stand at £55,959 (21.6 per cent above the Plymouth average of £46,023). This represents £380.3m or 8 per cent of the total Plymouth GVA and is forecast to grow by 1.9 per cent p.a. on average to £530m in 2030.

Furthermore at least 7,100 FTE roles within Plymouth can be attributed to marine manufacturing, this represents over 21 per cent of the UK's marine manufacturing capacity. In 2014, this brought over £430m in GVA to the Plymouth economy, accounting for just under 10 per cent of Plymouth's entire economic output.

Plymouth's ports also provide an opportunity for the city to maximise its export potential and contribute to the UK's international competitiveness. Plymouth's ports handled over 2.2 million tonnes of cargo in 2015, up from 2.1 million tonnes in 2014. Plymouth's fishing fleet landed more fish than any other port in England, bucking the national decline. In 2015, 13,378 tonnes of fish and shellfish, worth £15.5m was landed in Plymouth. International ferry services also operate from Plymouth's Millbay Docks, with one or two services per day to Roscoff in Northern France and a weekly service to Santander in Northern Spain. 449,000 ferry passengers travelled through Plymouth in 2015, making it the UK's eighth most important passenger ferry port.<sup>141</sup>

HM Naval Base Devonport (HMNB) is the largest naval base in Western Europe currently home to the Type 23 frigates and the primary UK location for maintenance of surface ships and submarines including base-porting options for the Type 26 and Type 31 frigates. HMNB Devonport is of vital importance to the UK's defence capability and is important to the city's overall marine offer.

The naval base has world-class infrastructure and a highly skilled workforce which directly supports 8.4 per cent of Plymouth's total Full Time Equivalent (FTE) employment and 11.8 per cent of its GVA. When direct impacts are included, this rises to 10.7 per cent of FTE employment and 14 per cent of GVA. The dockyard and naval base encompasses facilities for highly specialised engineering work including the refuelling and defueling of nuclear submarines. With significant government investment to upgrade these facilities, this represents a future sector

<sup>140</sup> SERIO (2011), South West Business Survey

<sup>141</sup> Plymouth and South West Devon Joint Local Plan 2014-2034



growth area for the city.

Labour Market Insight (LMI) (Active Informatics, 2016) shows Plymouth travel to work area's concentration of employment demand in the 'marine engineering/naval architect' occupational cluster over the 12 months to July 2016<sup>142</sup>. Plymouth ranks fourth in the country in terms of its concentration of labour demand for 'marine engineering/naval architect' (1.6 jobs per 1,000 people employed), with growth in demand labelled as 'much higher than average'. There were 308 job postings over the 12 months to July 2016, which represented 3.8 per cent of all vacancies in the country, despite Plymouth's relative size (London advertised over 28 per cent of all job posts, yet has a much lower than average concentration; 0.5 jobs per 1,000 people employed). Poole, Portsmouth, and Bristol are ahead of Plymouth both in terms of demand concentration, and number of job postings.

## 4.1.10 Labour demand

An ONS sectoral analysis based on the Business Register and Employment Survey (BRES) depicts the net employment demand in the city in 2014. In addition to this, in 2015 Plymouth had an additional demand for 27,000 jobs across a greater variety of sectors.

Among the top industries that were employing in 2015, around 45 per cent of job vacancies were again advertised in the public sector (23 per cent in human health services; 12.5 per cent in education), demand was also seen in the private sector, particularly in professional services and engineering (15.3 per cent), construction and manufacturing (5.1 per cent) and the digital sector (4.2 per cent), with high-skilled jobs in highest demand. IT and engineering jobs are at the top of the science, technology, engineering, and mathematics (STEM)-related sectors.

A total of 747 jobs were required in programming and software development, the second highest demand (after nursing occupations which listed 1,494 vacancies); a further 345 vacancies were listed for web design and development professionals, 328 vacancies for engineering technicians, 288 vacancies for vehicle technicians, mechanics and electricians, 281 posts for business and related associate professionals, and 257 in elementary construction occupations also made the top across all occupations required in the city.

Further LMI analysis shows the greatest skill requirements across those same 27,000 job postings, distinguished between baseline (employability) skills, specialised skills, and the digital (computer and programming skills) element required across the various occupations.

It is worth noting that STEM skills are among the top skills required across all categories. Problem solving, computer skills, the use of specific IT software or programmes (such as Microsoft packages), and budgeting skills are among the most required employability skills. Mathematics and technical support are also among the top specialised skills required.

Moreover, basic digital skills appear to be a key requirement across most jobs. In addition, advanced expertise in IT services is also in great demand in the city, with knowledge of the use of an advanced package such as JavaScript, Microsoft C#, .NET Programming, C++, SQL, or HTML required for up to five per cent of the posts advertised in 2015.

<sup>142</sup> As defined by Active Informatics in their Labour Market Insight tool

### 4.1.11 Skills shortfall

According to the UK Commission for Employment and Skills' 2015 Employer Skills Survey, 20 per cent of all vacancies are skill-shortage vacancies. Moreover, 20 per cent of all establishments surveyed (with or without vacancies) acknowledged that some staff were not fully proficient in their roles. In 2015, there were 6,884 skills gaps identified across the city (including 7 per cent of the workforce determined as being not fully proficient in their roles). Profile of skills gaps in Plymouth:

- high-skill: 8.4 per cent (vs. England 37.1 per cent)
- middle-skill: 12.7 per cent (vs. England 23 per cent)
- service-intensive: 67.5 per cent (vs. England 19.6 per cent)
- labour-intensive: 11.4 per cent (vs. England: 19.8 per cent).

Plymouth has high proportions of students (58 per cent) who are leaving education without English and maths, 4 per cent below the national figure of 62 per cent.<sup>143</sup>

Consistent with the analysis of the previous section, only 10 per cent of recruits on their first job from school at the age of 16, or from University/other higher education institutions (HEIs) are reported as either 'poorly' or 'very poorly' prepared. This rises to 30 per cent for 17-18 year olds from Further Education college, and 37 per cent for 17-18 year olds from school. Of these 17-18 year old recruits, the main skills employers report as lacking are:

- working world or life experience (7 per cent, and 22 per cent respectively)
- poor education/numeracy/literacy/other (5 per cent and 11 per cent)
- required skills or competencies (5 per cent and 7 per cent)
- common sense (6 per cent and 4 per cent)
- poor attitude/personality or motivation (4 per cent and 4 per cent).

Development of most of these skills is aided through a STEM qualification or via work experience.

### 4.1.12 Education and skills (post 16)

Local destination data for May 2017 illustrates that the percentage of pupils in education, training or employment is on a rising trend with the latest figures showing that 89 per cent of pupils are participating in education, employment or training. The rate of care leavers who are participating in education, employment or training also continues to rise to 58 per cent an increase of 5 per cent over the last 6 months or 9.1 per cent since May 2016.<sup>144</sup>

Latest data from the Department for Education shows a 9.9 per cent increase in apprenticeship starts from 2014/15. However this shows a significant increase since 2013 at 26 per cent or a 240 per cent increase in higher apprenticeship starts which puts Plymouth second in its comparator group.<sup>145</sup>

In terms of basic skills, the 'post-16 retake' policy in English and Maths is eroding confidence and interest in these skills and putting repeat practice to a standardised test above skills input, development and aspiration to Level 3 and above. This has a knock-on effect with teachers focusing predominantly on retake practice and summative assessment models rather than a differentiated progression model. It also focuses the majority of expertise at Level 2.

Whilst the transition year will not solve the problem of low attainment under the current regime, there are many excellent examples of 'transition years' already in place and this needs to be shared and piloted to widen good practice.

<sup>143</sup> DfE GCSE (key stage 4) statistics 2015 to 2016 <https://www.gov.uk/government/statistics/revised-gcse-and-equivalent-results-in-england-2015-to-2016>

<sup>144</sup> Careers South West management information report, years 12-14, December 2016

<sup>145</sup> DfE (March 2017), Apprenticeships geography data tool: starts 2011/12 to 2016/17 reported to date

Plymouth's approach to technical education is published in the multi-agency STEM strategy which has been developed with businesses and academic institutions and has identified the following STEM skills as those which support employability across all sectors:

- curiosity and creativity
- interpretation and evaluation
- observation and enquiry
- critical thinking and problem solving skills
- technical and technological knowledge
- maths, financial literacy, data and statistical confidence
- innovation and strategic thinking
- team working and collaboration.

There must be parity between academic and technical routes and a change in perceptions that promotes and celebrates the advantages of different career development routes.

If local growth continues as forecast, even without the impact of leaving the EU, the demand for skilled labour in the construction and marine/advanced manufacturing sectors cannot be met from the local area workforce without substantial reskilling.

The skills shortage in the construction industry reflects the national picture. In Plymouth, skills shortages in construction and the built environment are being addressed through our Building Plymouth Programme. Evidence from this project demonstrates the need for a responsive whole-system approach and the ability to flex funding to deliver localised training products from local centres, instead of having to rely on centres further afield which are costly to employers. It is also proposed to use this approach as a model to address skills shortages in STEM related careers.

Future demand for construction skills is also likely to increase in order to meet our new homes targets and those in the pipeline, as well as major infrastructure projects related to Devonport Dockyard. This must be seen in light of the national context which has seen slow growth in productivity in this industry. Further risks that could compound the issue are the potential impact of leaving the EU and the loss of migrant workers, an ageing workforce, and local competition from major projects, such as Hinkley C.

Schools currently provide Careers Education, Information, Advice and Guidance for their pupils however evidence from employers suggest that there are still gaps in the skills required to grow and expand their businesses, as well as providing for succession planning. Employer productivity improvements are held back by shortages and lack of skills in the local labour market.

Careers Education, Information, Advice and Guidance (CEIAG) and Enterprise is not currently included as part of the school curriculum or evaluated as part of the inspection regime. There is an urgent need for local CEIAG activity and resources to be consolidated to develop a consistent and coordinated local offer to young people. In addition, digital skills should be incorporated into basic skills and become embedded in the curriculum.

Businesses are an essential part of the local conversation to re-engineer the education and skills landscape so that industry directly benefits from developing the local workforce. This includes being able to influence appropriate training to match current and future skills requirements, and particularly pre-empting the skills associated with new technologies.

Plymouth already has examples of greater engagement with industry for example using physical or virtual visits, and influencing schools to spend dedicated time with employers (in and out of school) is vitally important. Sector specific projects such as Building Plymouth are working very hard to change the image and perception of the Construction and Built Environment sector; and to encourage young people to enter. Plymouth has also used City Deal funds to develop school and industry engagement in its FutureWorks programme which has been successful within the marine and manufacturing sectors. For those aged 25+, skills and the current employment support offer is not suitable or flexible enough to help those who are older enter employment opportunities as career changers or new entrants. There needs to be a more creative use of funding streams for the re-training of people aged 25+ with more on the job training routes being available.

### 4.1.13 Graduate retention

Plymouth has three Higher Education Institutions (HEI) that collectively employ 3,125 full time equivalent staff. These organisations contribute hugely to the city's economy, with student spend estimated to be over £120m to our local GVA and supporting almost 5,000 jobs.

As previously established, Plymouth is underperforming compared to the national average across a number of measures of productivity and business competitiveness. There is an under-supply of high-level skills, leading to unfilled vacancies and a lower than average productivity, which in turn leads to low competitiveness in national and global markets, a low propensity to export, and slow economic growth. This can be associated with a disconnect between the skills developed in the HEIs in Plymouth and the skills required locally, poor awareness of employment opportunities available locally, and poor image of local job market.

The low graduate retention rate is both a cause, and a result of these issues, and the leakage of the city's young talent can be seen to hold back the knowledge-based growth that the city aims to deliver. Despite the city having approximately 23,000 students, Plymouth suffers with a net graduate out-migration.

National research (Department for Business, Innovation and Skills (BIS) analysis paper No. 2) shows that a 1 per cent increase in the share of the workforce with a university degree raises the level of long-run growth by 0.2 to 0.5 per cent and a fresh supply of graduates is also needed to keep up the production of intangible assets, such as training, marketing, and software design. Evidence shows that Plymouth has a lower than average proportion of people with graduate level skills in the economy in addition to under-utilisation of skills. This suggests the need for a combined approach to create additional higher skilled jobs for the workforce and encourage more graduates to stay in the city.



**Table 9: Higher Education Statistics Agency (HESA)  
Destinations of Leavers Survey, 2013/14**

HE provider	Employment location	Total	Percentage
University of Plymouth	Plymouth	687	18%
	Elsewhere	3148	82%
	Unknown	9	0%
University of Plymouth Total		3844	100%
University of St Mark and St John	Plymouth	174	27%
	Elsewhere	459	73%
University of St Mark and St John Total		633	100%
<b>TOTAL</b>		<b>4477</b>	



## 4.2 Infrastructure

Infrastructure includes all the public systems, services and facilities that are necessary for economic and social activity, including roads, telecommunications, power and water supplies. Collectively they constitute the physical and social foundations of a strong society.

Infrastructure provision is crucial for sustainable development. The successful delivery of growth will be to a large extent dependent on significant improvements to and investments in infrastructure. Although much can be achieved through making more efficient use of existing infrastructure such as transport systems and schools, the potential to deliver economic growth and quality of life improvements will be constrained without the delivery of some targeted programmes and projects.

The Infrastructure Needs Assessment prepared as part of the **Plymouth and South West Devon Joint Local Plan** identifies a need for 449 infrastructure projects with a total value at over £1.5bn over the 20 years of the plan period. Since 2014, 45 of these projects have commenced or been completed, with a total value of £356m.

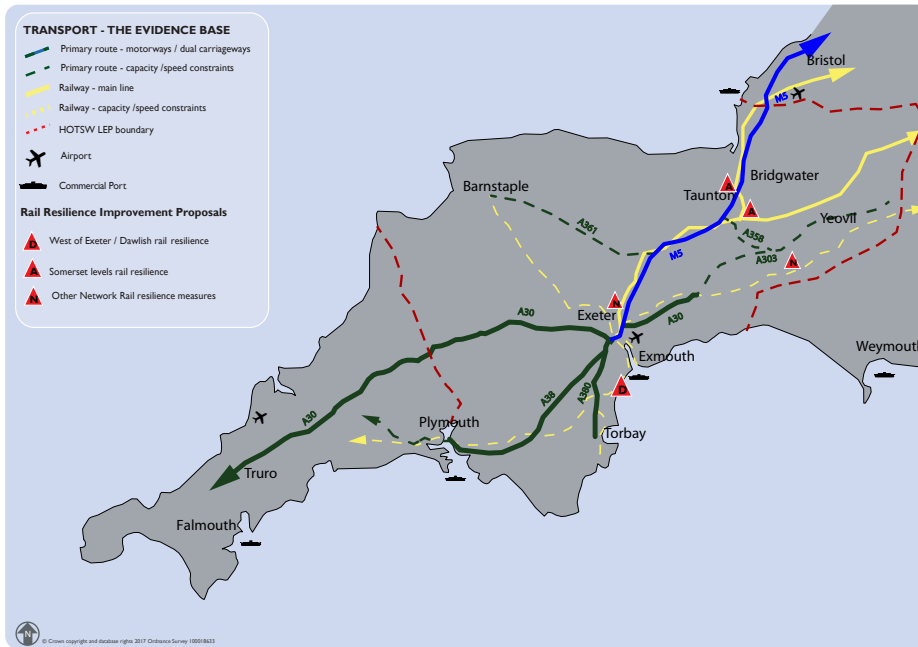
The specific infrastructure interventions identified for Plymouth's growth areas are seen as the primary projects needed to deliver a step change in growth and quality of place. This includes transport, public realm, greenspace and other infrastructure projects that have been identified as part of the needs analysis, consultation and evidence base work.

Within the Plymouth Policy area, a total of 293 infrastructure projects have been identified, of which about half are considered to be key infrastructure indicating that they are either critical or necessary for the delivery of growth. 140 projects are identified as required in the short term, i.e. the period 2017-22. Transport is the highest value sector overall with 102 projects valued at £473m.

## 4.2.1 Strategic transport connectivity

Considered part of the far South West, Plymouth is located 230 miles from London with the average train journey time of three hours 15 minutes and a route that is subject to low levels of reliability and resilience. The nearest core city is Bristol, located 120 miles, or two hours away.

**Figure 27 - South West Peninsula Transport Network**



## 4.2.2 Strategic national corridors

In 2009, fourteen strategic national corridors (SNCs) covering both road and rail networks were identified by the Department for Transport (DfT) recognising the economic importance of routes linking the largest English cities with the busiest ports and airports in England.<sup>146</sup> The network however stops at Exeter.

Plymouth is the largest city in England with no direct road or rail connections on the network of SNCs and is a designated port on the Trans-European Network with strategic commercial links to Spain and France, criteria that should be considered when national corridors are designated. The lack of connection to the strategic national corridors inhibits the city's plans for growth and for investor and developer interest.

## 4.2.3 Road

Plymouth is a designated port on the Trans-European Network, has an international ferry terminal, is home to Europe's largest naval base, and is a regional hub for fuel at Cattedown port; however the city is located 40 miles away from the nearest motorway. The key to the realisation of growth in the city and wider region is the role of the A38, Plymouth's main strategic road link, (managed by Highways England). To ensure that goods and services can be delivered efficiently and reliably, the A38 must provide a high quality and resilient connection to the M5/M4 corridor which is of motorway equivalent quality (a 'motorway quality' link). Effective operation and maintenance coupled with modernisation of the A38 to improve journey time reliability on the road network between Plymouth and Exeter is crucial to the growth of the city.



Plymouth also acknowledges that infrastructure improvements in other part of the UK can unlock growth and connect Plymouth and South West Devon to wider markets as well as improving traffic flow into the south west. This includes improving journey time reliability on the A38/M5/M4 corridors and on the second corridor to London and the south east via the A303/A358/A30 corridor. The wider economic impact of improving the A303 corridor is £41.7bn over 60 years.<sup>147</sup>

The Department for Transport (DfT), in its 2013 spending round, established a Road Investment Strategy (RIS 1) for the period 2015-2020. Despite the evidence used to prioritise investment decisions in RIS 1, showing that three sections of the A38 east of Plymouth are amongst the top 10 busiest in the south west<sup>148</sup>, the A38 was largely overlooked. Given that the stated aim of Government is to seek growth for all areas of the UK economy, more priority should be given in the next round of the Roads Investment Strategy (RIS 2) to releasing more economic potential for Plymouth. The A38 needs to be modernised to increase resilience, encourage more free-flowing traffic, maximise use of the available capacity, increase the use of technology to detect and help clear incidents more quickly and get traffic moving again, to manage traffic, and provide better information to customers.

### 4.2.4 Rail

Increasing connectivity and capacity, together with improvements to rail network resilience, is vital to help meet Plymouth and the South West's challenging growth agenda and unlock the city's potential. The only major rail transport corridor of the far south west runs through Plymouth (from Exeter into Cornwall).

South West Peninsula passenger numbers have increased by 128 per cent in the last 21 years, twice the national average and still growing. Research has shown that, compared to other mainlines in Great Britain, demand on the Devon and Cornwall main line has grown at a similar pace since 1998, despite the volume of investment in upgrades and new services being lower than on many other routes. Assuming that demand continues to grow at the same rate as recorded until 2015 (5.7 per cent) then demand will reach the 2043 level predicted by Network Rail much sooner in 2031 when comparing with the conservative Office for Rail and Road growth rate.<sup>149</sup>

Research has demonstrated that for every 100 minutes away from London, productivity falls by six per cent.

The events in Dawlish and Teignmouth in 2014, when the track was undermined by storms, highlighted that the rail network is highly vulnerable to impacts of extreme weather events and that urgent action is required to address resilience and improve the connectivity to London and other major cities to unlock business potential. It was estimated that these events cost the South West Peninsula's economy over £1.2bn. In 2016/17 we have seen further closure at Cowley Bridge due to flooding and the loss of cross country services at Dawlish when high tides and strong winds are forecast. This is becoming a frequent event.

<sup>147</sup> A303 Prospectus and Wider Economic Impact 2013

<sup>148</sup> South West Peninsula Route Strategy Evidence Report Technical Annex, Highways Agency, April 2014

<sup>149</sup> Dawlish Additional Line assessment, February 2016



# BETTER CONNECTIVITY FOR PLYMOUTH

## THE ISSUE

**6%** decrease in productivity for every **100 mins** journey time from London



Journey times from London



**£GVA** per head  
Plymouth **£19,943**  
UK **£23,755**

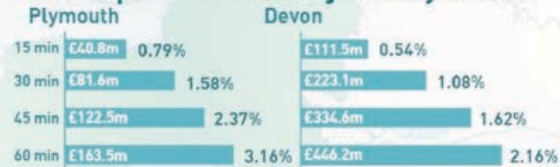
## THE OPPORTUNITY

60 mins journey time improvement =

**42,000** jobs created

**£7.2b** GVA increased over 7 years

### GVA impact on faster journey times



### A RESILIENT AND RELIABLE RAILWAY

- a long term solution for areas at risk during severe weather conditions
- additional routes to assist during disruption and to improve capacity
- capacity improvements on the Exeter to Waterloo line

### FASTER JOURNEY TIMES AND BETTER CONNECTIVITY

- signalling upgrades
- line speeds improvements
- modern diesel trains
- more trains from London to the South West Peninsula
- electrification to the Far South West

### SUFFICIENT CAPACITY AND COMFORT

- improved rolling stock
- more trains on local services and overcrowded routes
- station improvements

### 4.3 Local transport capacity investment

Transport and accessibility create the conditions for growth and a combination of targeted infrastructure investment and complementary behavioural change programmes is required in order to support the growth of the city.

Between April 2017 and March 2021 Plymouth will benefit from over £67m of investment in transport through Local Growth Deals 1 and 2 (Table 10) with additional funding (over £4m) recently secured to support the redevelopment of Plymouth Station through Growth Deal 3. The capital investment will be delivered alongside a comprehensive Smarter Choices behavioural change programme, thus providing and promoting realistic transport choices.

**Table 10: Strategic growth area transport projects with programme entry through the Local Growth Deal Fund**

Growth area	Project	Total investment (approx.)	Delivery timeframe
Northern Corridor	Derriford Hospital Interchange Scheme Providing two way operations for buses and cycles.	£2.24m	January 2016 – Autumn 2016
	Derriford Transport Scheme Targeted capacity improvements, bus priority and enhanced walking and cycling provision	£13.29m	Autumn 2016 – Autumn 2017
	Northern Corridor Strategic Cycle Network (SCN) 4.5 kilometres of the SCN with related pedestrian enhancements.	£3.51m	2016/17 – 2019/20
	Northern Corridor Junction Improvements Five year programme of junction improvements with walking and cycling enhancements.	£3m	2015/16 – 2019/20
Eastern Corridor	Eastern Corridor Strategic Cycle Network Five kilometres of the SCN with related pedestrian enhancements.	£4.9m	2016/17 – 2020/21
	Eastern Corridor Junction Improvements Five year rolling programme of junction improvements along the Eastern Corridor including the A374 and A379 with walking and cycling enhancements.	£3m	2016/17 – 2020/21
	Forder Valley Link Road (FVLR) New 1 kilometre road linking Brest Road, to Forder Valley Road and Novorossiysk Road. Provision of bus, walking and cycling priority.	£34.5m	2017/18 – 2019/20
City Centre	Charles Cross Improvements Congestion relief, public realm enhancements and pedestrian and cycle provision.	£3m	2017/18 – 2018/19

Furthermore, the city's smarter choices behavioural change programme is designed to reduce traffic congestion through providing realistic travel choice. For example, Personalised Travel Planning (PTP), which is a key part of the strategy, is designed to raise awareness, and use, of sustainable transport. In doing so, it encourages people

to review their travel options and consider if there is a different travel mode which might be more convenient and could help them save time and money, explore new places and become fitter and healthier. Through encouraging behavioural change it releases capacity on the network for vehicular trips thus accommodating the increase in travel demand associated with economic growth.

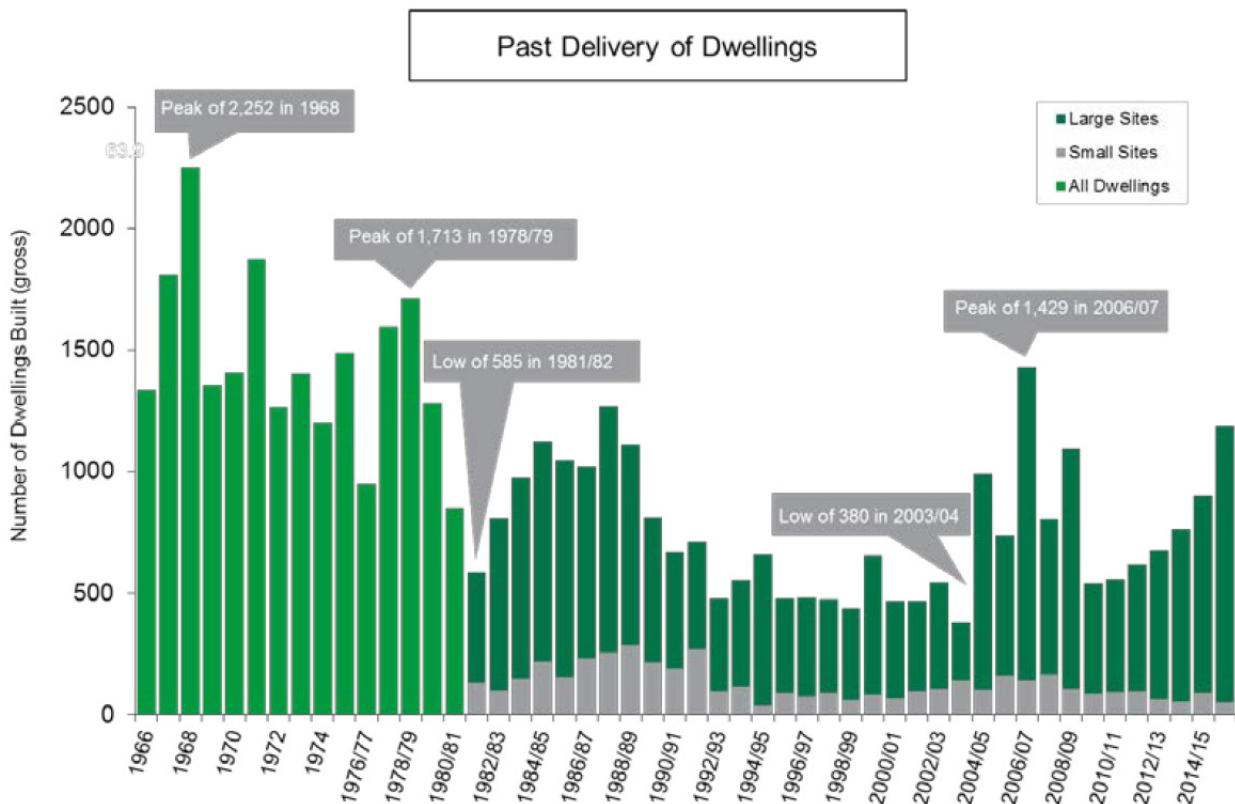
### 4.4 Housing delivery

The delivery of housing is central to the city's growth agenda. Building the right type of homes, in the right place, at the right price, while creating quality environments, is necessary for Plymouth's citizens to thrive. Without a new and improved supply of the right homes, the economic and physical regeneration of the city will be constrained.

The Joint Local Plan (JLP) seeks to deliver 19,000 new homes by 2034 in the Plymouth Policy area, of which at least 4,550 should be affordable. The homes will be a mix of housing sizes, types, and tenures including smaller dwellings suited to younger and older people, housing suitable for households with specific needs, and larger three and four bedroom houses and executive homes at appropriate locations.

With regard to housing delivery, prior to 2009 (before the economic downturn and the collapse of the housing market fully impacted on housing delivery) Plymouth was exceeding the Regional Spatial Strategy target for the delivery of new housing. As a result of the housing market collapse lenders withdrew mortgage finance leaving many people without the means to purchase a home and thus delivery in recent years has been below the targets set before the recession (now enforced through implementation of the National Planning Policy Framework).

The gross housing delivery (1,189) in 2015/16 exceeded 1,000 dwellings for the first time since 2009 and was the highest annual delivery prior to the effects of the recession. It represents a 32 per cent increase on the previous year's gross delivery. 61 dwellings were demolished in 2015/16. This has added 1,128 new homes (net) to the housing stock, a 61 per cent increase on last year.

**Figure 28: Housing delivery in Plymouth, 1966 to 2015/16**

Over the last 10 years, Plymouth has seen 8,575 homes delivered, 92 per cent of which were built on previously developed land. Since the introduction of the New Homes Bonus, Plymouth sits within the top 20 per cent of authorities in the country for housing delivery.

293 new homes built were affordable, the highest annual number of affordable homes since 2006. Benchmarking affordable housing completions over the past three years demonstrate that Plymouth is second out of 13 authorities in its Housing Family Group.

The recent upturn in housing delivery and projected delivery for the next five years is due to the range of initiatives the city has introduced through the Plan for Homes, launched November 2013 and refreshed in April 2016, to respond to the need to drive forward a step change in accelerated housing delivery to address the city's housing needs and to achieve the city's growth agenda. The Plan for Homes supports this ambition with a £80m commitment to increase and accelerate housing supply, and to support the overall delivery of 5,000 new homes over five years. Over the first two years of implementation the Plan for Homes has supported an increase and acceleration of new and affordable homes, currently on target with 2,215 (gross) new home completions, of which 689 are affordable, to meet a range of housing needs.

However, challenges remain around development viability impacts on schemes that are unable to be brought forward or remain stalled due to the costs associated with housing development being higher than returns. Proactive work continues with landowners and developers to seek to unlock genuinely stalled sites, which includes the acquisition of sites as we look to intervene more directly in new homes delivery. As previously outlined, and in keeping with the national picture, skills shortages in the construction industry coupled with increasing transport costs will have an impact on the viability of developments for construction companies and developers and their ability to build enough houses to meet future demand.

The city also has pressures around affordability of housing. The most up to date



ratio of mean house prices to mean incomes in Plymouth is 8.1.<sup>150</sup> Although this is more affordable than most parts of the South West, it is significantly above the usual lending formulae for mortgages which is still based on 3.5 times gross income. Therefore housing affordability is still a big issue and while house prices continue to increase more than wages the gap will widen.

In terms of attracting a workforce from other areas with skills in advanced manufacturing, barriers to housing affordability can also apply to those moving from lower cost housing areas to Plymouth, as it can be expensive to relocate given the difference in the cost of housing. At the other end of the scale, however, the city also has a limited mid to high-end housing offer which may make the city a less attractive option to work in for some in the higher occupation 'managers, directors and senior officials' group who may choose to live outside the city and commute.

### 4.5 Natural capital

The 60 kilometers of Plymouth's waterfront (accounting for inlets), consisting of the land and the adjacent waters, is arguably the city's most valuable asset and is central to its identity as Britain's Ocean City and vision to become 'one of Europe's most vibrant waterfront cities'. Plymouth offers a high quality of life, enclosed by both Plymouth Sound and Dartmoor and the city's natural capital assets are unparalleled. Coupled with the city's three Sites of Special Scientific Interest, the strength of Plymouth's natural assets becomes very apparent.

The area is reliant on abundant natural assets, and the ecosystem services that derive from them, to power economic growth. The coastline, moorlands and countryside attract more domestic tourists than any other UK region. Employment in sectors that depend directly on natural capital, such as agriculture and fisheries, is proportionately higher than any other UK area. However, in contrast, there is also more potential for increasing economic benefits from natural capital than in any other region. Many of the digital industries for example cite natural and cultural capital as prerequisites before making investment and locational decisions: the quality of the South West's natural capital is a significant draw and part of its essential character.

### 4.6 Visitor economy

Visitor spend in Plymouth is worth £336m a year with a total of 4,965,000 visits in 2015. Plymouth has the highest amount of day visits in the region at 4.2 million per year and the highest day visitor-spend at £169m. Whilst 2015 saw a net decrease in visits (overseas visitors increased) the amount visitors actually spent increased.<sup>151</sup> While visitor numbers has decreased between 2014 and 2015 the amount that they have spent is actually increasing. It is recognised that visitors to the city spiked in 2012 due to the Olympics and the extended impact of the event into 2013.

### 4.7 Culture

Plymouth has been named by the government as the lead city for Mayflower 400, and the other UK Mayflower 400 destinations have signed a 'Modern Day Compact' recognising Plymouth as the national lead for this significant project. Destination Plymouth is the organisation tasked with bringing Plymouth's overall Mayflower 400 commemorations together, and Plymouth Culture is helping to support and develop the cultural side of developments.

The Box (previously known as the Plymouth History Centre) is a major scheme in the heart of Plymouth, a symbol for Plymouth's current regeneration and a museum for the future. Plymouth's great history has national significance well

<sup>150</sup> ONS, Home Truths 2016-2017, National Housing Federation

<sup>151</sup> Destination Plymouth (2015) modelling based on the Cambridge economic impact model

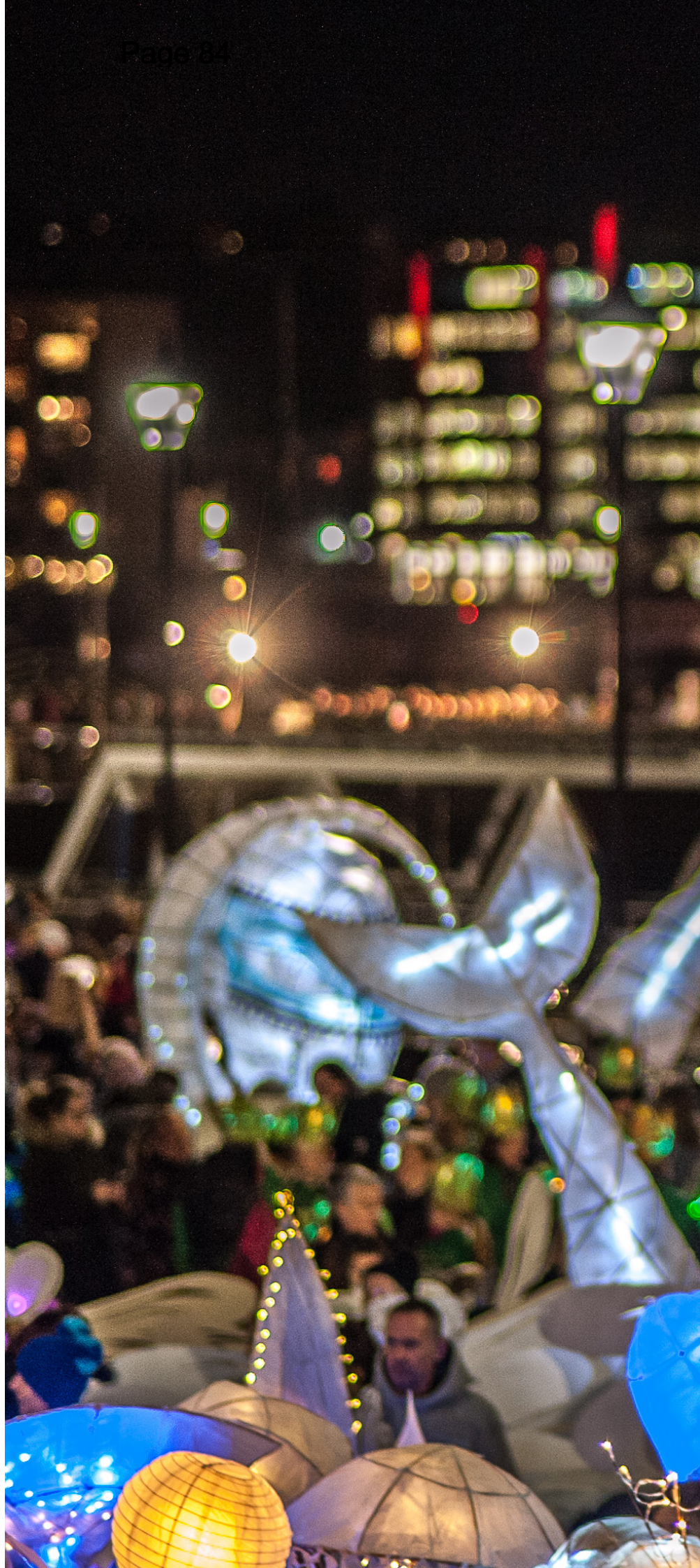


beyond the city's boundary. The Box is expected to open as the flagship building for the Mayflower 400 commemorations in spring 2020.

The opening of The Box in time for the Mayflower 400 celebrations offers a real opportunity for Plymouth to comprehensively change its image and raise its profile internationally. Transforming into a tourist-friendly city with a strong cultural sector will enable Plymouth to further expand in the future.

The creative sector is central to the expansion of the cultural offer: i-DAT is an Open Research Lab for playful experimentation with creative technology. Plymouth is also host to the nationally significant Theatre Royal, alongside the Plymouth free school of Creative Arts and Plymouth College of Art and Design.

In a few short years, Plymouth has grown its cultural offer significantly and now supports creative education and employment. As a port city, Plymouth has a long history of interaction with other cultures, concepts and ideas. By bringing these traditions into the 21st century and supporting its growth, Plymouth is positioning itself to be a cultural powerhouse by the start of the Mayflower 400 celebrations in 2020.









## 5. CHALLENGES AND CONCERNS

The data and analysis presented in this report show that Plymouth faces similar challenges to many other UK cities, and will be impacted by significant change and likely turbulence in response to events that are taking place at both a national and international level. This includes the UK's decision to leave the European Union, the implications of which will take a number of years to emerge.

These challenges must be addressed in order to maximise the city's potential for growth and prosperity, and to take advantage of opportunities as they arise. Plymouth continues to prove itself as a successful and resilient city. The economy is growing and more jobs are being created. The education offer in the city is developing to provide the skills necessary for the city to grow. Health and wellbeing is improving and the city is leading the way in areas of integration and service reconfiguration.

However, there are some key concerns raised within this report that warrants attention from city leaders as to whether enough is being done to address such challenges in the context of our city's ambitions.

### 5.1 Plymouth as 'the' destination

The city has committed to continue to invest in its infrastructure, with improved transport links, high quality digital connectivity, and greater use of smart technology. Smart cities, where technology is used to improve the quality of life for local people and businesses, will be a critical area of development for Plymouth over the next five years.

In a global economy where cities need to compete to attract businesses, jobs, investment and talented people, being unique counts for a lot. Cities increasingly need to think beyond traditional geographic and economic factors and look towards their more distinctive lifestyle assets, such as housing, leisure and culture, which act as magnets for prospective people and businesses whilst being celebrated assets to those currently in the city.

Plymouth will also need continued investment in marketing its many assets to the wider world, both to support the drive for inward investment, and to increase its exports to international markets so that Plymouth's businesses can reach their full productive potential. The city's influence however extends far beyond its boundaries. The city plays a major role in the surrounding Housing Market Area<sup>152</sup> and wider Functional Economic Area.<sup>153</sup> Another challenge for the city and its partners will be to continue to strengthen its role and to ensure that the benefits of growth are felt more widely across the region.

<sup>152</sup> 'A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work' (DCLG (March 2015) Housing and Economic Development Needs Assessment Guidance

<sup>153</sup> Functional Economic Areas are an area over which the local economy and its key markets operate, this area does not necessarily adhere to administrative boundaries.



## 5.2 Inclusive growth

Many cities are marked by growing inequality, with too many citizens experiencing financial insecurity. Reducing the damaging effects of inequality is recognised as a key challenge for cities and Plymouth has always taken this challenge seriously, with many initiatives across the city attempting to promote fairness, reduce poverty and reduce inequality.

Despite these efforts however, the city must continue to look at ways to prevent further growth in inequality. A city with a large number of financially insecure citizens, who perhaps see no clear future for themselves or their children, will not be a successful city.

The proportion of residents in Plymouth experiencing deprivation due to low income has increased in recent years. The number of lower super output areas (LSOAs) in the most deprived 10 per cent (income domain of the index of multiple deprivation (IMD) 2015) has increased from 12 in 2010 to 19 in 2015. These LSOAs have a combined population of 29,751 residents (11.5 per cent of the city's population).

Maximising opportunities for all to ensure that everyone can benefit from the growing economy is essential to reduce inequalities and equip those who may otherwise be left behind, to participate fully in the city's success. Evidence from the Joseph Rowntree Foundation demonstrates the HotSW LEP performs poorly in terms of inclusion (26 out of 39 LEPs).<sup>154</sup>

It is vital that any growth is supported with sufficient housing, services and infrastructure to meet the needs of the population and support a quality environment for growth. There needs to be a more significant shift to inclusive growth leading to an increase in the number of good jobs, offering secure, well-paid employment. The city should ensure that its residents are able to access high quality opportunities and careers. However it is also necessary to ensure that there is an appropriately skilled labour supply to fill these jobs. To support this ambition, the city requires more inward, and less outward, migration.

Plymouth also needs to continue to focus on building a vibrant and productive local economy which values both the large economic sectors, such as advanced manufacturing and healthcare technology, as well as small and medium companies, for example in the digital or creative industries. The city needs to foster an entrepreneurial culture to encourage business start-ups, and provide the right business support infrastructure and management/leadership training to ensure long-term business survival.

<sup>154</sup> Lee *et al* (2014), Lupton *et al* (2013), Cox *et al* (2010), referenced in 'An inclusive growth monitor for measuring the relationship between poverty and growth' - Joseph Rowntree Foundation (May 2016)

### 5.3 Skilling Up

A key challenge for the city continues to be matching skills with employers' needs, particularly in sector growth areas and their supply chains and ensuring that the skills supply responds to those needed at both advanced and higher level.

Skills mismatches occur when the educational and skills system is unresponsive to local demand. This results in skills gaps and shortages which weaken the labour market. An accelerated shift in Plymouth's industrial structure from public towards private sector growth, and more diverse job offerings across the city are still needed to help address an apparent skills mismatch.

The city's skills shortages both now and in the city's future growth sectors are around construction, advanced engineering, manufacturing, and nuclear. It is estimated that the city will need 10,000 construction jobs by 2025 and Plymouth is addressing these skills shortages through its Building Plymouth Programme. Evidence from the programme points to, not only skills shortages, but also to the need for a responsive skills infrastructure. This must have the ability to flex funding and deliver localised training products from local centres, instead of having to rely on centres elsewhere which are costly to employers. Future demand for construction skills is also likely to increase if the city is to meet its new homes targets and deliver those already in the pipeline. This must be seen in light of the national context which has seen slow growth in productivity in this industry as well as the impact that leaving the EU will have on any potential loss of migrant workers coupled with an aging workforce locally in this industry.

Furthermore the city's most specialised sectors are likely to continue to sustain employment with a demand for manufacturing and engineering occupations, plus marine expertise will therefore be required for future growth. There is also a growing requirement for specialist nuclear skills at the naval base for the refuelling of nuclear submarines and the Royal Navy's overall maintenance programme. Skills shortages are compounded by distortions in the market created by the demand for specialised skills in competing areas such as Hinkley C. Particular examples relate to the requirement for construction skills which are already in high demand and short supply, and with the imminent significant potential for Hinkley C to draw labour from other areas.

In order to ensure that skills supply meets this growing demand greater influence is required and support needed to shape the offer locally and ensure the provider base responds to and has the capacity to deliver this.

### 5.4 Population is key

Understanding the size and structure of the population is fundamental if the Council and its partners are to prioritise and deliver services efficiently.

A growing population means additional and new demands for the city. People require homes, education, transport, health services, cultural activities etc. These services also need to meet the needs of an increasingly diverse population - for example, homes that are suitable for older people, and affordable housing for younger people. At a time of significant cuts to public services, meeting the needs of a growing population presents challenges for the city.

More specifically, a growing and overall ageing population raises a number of challenges for consideration. These include additional demands on provisions of homes, education, and health and social care services. Plymouth needs to build effective and affordable responses to the needs of older people to ensure they can remain active and engaged in their communities and in the life of the city.

Over the next 20 years there will be a major shift in the population structure of Plymouth as the proportion of the population aged 65 and over increases. ONS project a rise in the percentage of the population locally in this age group, from 17.8 per cent in 2016 to 22.3 per cent by 2034.

The existing and emerging contributions which older people are making to the life and economy of the city (including working in formal employment for longer and contributing to the informal economy, for example in caring roles), also needs greater consideration. The city needs to embrace the skills and experiences this group has to offer and recognise this contribution. Plymouth must strive to be an ageing-friendly city overall, to ensure that all residents maximise their potential to contribute to building a positive future for the city. At the same time, the city must work to prevent and reduce social isolation, and provide the highest quality health and social care services.

An ageing population will also mean an increased prevalence of dementia, other long-term conditions, and multiple comorbidities. The complexity of need of people living in care homes is increasing. This will mean care home provision will need to be better at supporting people with complex needs, particularly dementia and mental ill-health.

Challenges around Plymouth's ageing population and an increased complexity of need also places increased pressure on:

- unpaid carers - currently, only 24 per cent (approximately) of carers in Plymouth are registered with the local carers support service<sup>155</sup>
- the ability to recruit GPs, nurses, doctors, social workers, and other key professional groups.
- There are also challenges recruiting GPs. This has led to a review of skill mix in many GP surgeries and increased pressures on existing doctors. Many patients report difficulty in accessing GP appointments and therefore go to Accident and Emergency in order to access treatment. This can lead to breaches in the four hour wait target. Pressures in one area impacts on other areas and, ultimately, across the whole system.

## 5.5 Unhealthy lives

'Healthy life expectancy in Plymouth is significantly lower than the England average for both males and females in 2012-14.<sup>156</sup> Men in Plymouth can expect to live on average the last 19.5 years of their lives in poor health whilst for women it's their last 23.0 years'

Health and wellbeing needs increase with age, with a higher burden of chronic disease, susceptibility to the negative impacts of social isolation, and an associated raised need for health and social care services and carers. While the differing rates of life expectancy across the city are relatively well known, healthy life expectancy (the average number of years a person can expect to live in good health) is less understood and very concerning in terms of how it affects our ambitions as a city.

The 10 year Thrive Plymouth programme is based on the local 4-4-54 construct, i.e. that poor diet, lack of exercise, tobacco use and excess alcohol consumption are risk factors for coronary heart disease, stroke, cancers and respiratory problems which together contribute to 54 per cent of deaths in Plymouth. Changing these four behaviours would help prevent four diseases and reduce the number of deaths due to them. Continued efforts such as this initiative must be made to improve life expectancy and healthy life expectancy in Plymouth, and to close the gap between the most and least deprived areas of the city.

<sup>155</sup> Children and young people, a single view of need/ demand, 2016

<sup>156</sup> Healthy life expectancy and life expectancy at birth by upper tier local authority: England, Office for National Statistics, 10 Mar 2016

## APPENDIX A:

### Plymouth electoral wards by neighbourhood

Electoral ward	Neighbourhood
Budshead	Derriford West, Crownhill and Whiteleigh
Compton	Higher Compton, Mannamead and Mutley
Devonport	Devonport, Keyham and Morice Town
Drake	Greenbank and University
Eggbuckland	Eggbuckland, Manadon and Widey
Ham	Ham, Pennycross, North Prospect and Weston Mill
Honicknowle	Ernesettle and Honicknowle
Lipson and Laira	Efford, Lipson and Laira
Moor View	Estover, Glenholt, Derriford East, Leigham and Mainstone
Peverell	Beacon Park, Peverell and Hartley
Plympton Chaddlewood	Chaddlewood
Plympton Erle	Plympton St Maurice and Yealmpstone
Plympton St Mary	Colebrook, Newnham, Ridgeway and Woodford
Plymstock Dunstone	Elburton, Dunstone and Goosewell
Plymstock Radford	Plymstock, Radford, Turnchapel, Hooe and Oreston
Southway	Southway, Tamerton Foliot and Widewell
St Budeaux	Barne Barton, St Budeaux and Kings Tamerton
St Peter and the Waterfront	City Centre and Stonehouse
Stoke	Ford and Stoke
Sutton and Mount Gould	East End and Mount Gould



## APPENDIX B:

### Public Health England data and analysis tools

A single point of access to all nationally produced Public Health England data profiles and tools can be accessed via the link: <http://fingertips.phe.org.uk/>

The resources cover a range of public health topics including:

- specific health conditions – such as cancer, mental health, cardiovascular disease, and diabetes
- lifestyle risk factors – such as smoking, alcohol, and obesity
- wider determinants of health – such as environment, housing, and deprivation
- health protection.

The interactive profiles/tools require one or more steps to select the desired geography. Often the option to download a PDF is then available.

## APPENDIX C:

### Other useful resources

Director of Public Health annual report 2014/15

<https://www.plymouth.gov.uk/sites/default/files/DPHAnnualReport201415.pdf>

Director of Public Health annual report 2015/16

[https://www.plymouth.gov.uk/sites/default/files/public\\_health\\_annual\\_report1516\\_0.pdf](https://www.plymouth.gov.uk/sites/default/files/public_health_annual_report1516_0.pdf)

Integrated commissioning strategy needs assessments: 'Wellbeing', 'Children & Young People', 'Enhanced & Specialised Care', and 'Community-based Care'

<https://www.plymouth.gov.uk/adultcareandhealth/integratedcare>

Thrive Plymouth

<https://www.plymouth.gov.uk/publichealth/thriveplymouth>

## APPENDIX D:

## Links to a selection of Plymouth Joint Strategic Needs Assessment profiles and reports

## 2011 Census profiles

<https://www.plymouth.gov.uk/factsandfiguresjointstrategicneedsassessment/plymouthprofiles/censusprofiles/plymouthprofiles>

<https://www.plymouth.gov.uk/factsandfiguresjointstrategicneedsassessment/plymouthprofiles/censusprofilessummaryprofiles>

## Area profiles, 2014

<https://www.plymouth.gov.uk/factsandfiguresjointstrategicneedsassessment/plymouthprofiles/areaprofiles>

## Alcohol harm mapping: Plymouth neighbourhood profiles 2016

[https://www.plymouth.gov.uk/sites/default/files/Alcohol\\_harm\\_mapping\\_Plymouth\\_neighbourhood\\_profiles%2020216.pdf](https://www.plymouth.gov.uk/sites/default/files/Alcohol_harm_mapping_Plymouth_neighbourhood_profiles%2020216.pdf)

Health related behaviour survey analysis: secondary education providers in Plymouth 2014

[https://www.plymouth.gov.uk/sites/default/files/HealthRelatedBehaviourSurvey\\_PlymouthGeographies\\_FINALv1.0.pdf](https://www.plymouth.gov.uk/sites/default/files/HealthRelatedBehaviourSurvey_PlymouthGeographies_FINALv1.0.pdf)

## Index of Multiple Deprivation (IMD) 2015: Plymouth summary analysis

[https://www.plymouth.gov.uk/sites/default/files/IMD%202015%20report\\_FINALv1.1.pdf](https://www.plymouth.gov.uk/sites/default/files/IMD%202015%20report_FINALv1.1.pdf)

### Life expectancy in Plymouth, 2001-03 to 2012-14

<https://www.plymouth.gov.uk/sites/default/files/Life%20expectancy%20report%202016.pdf>

## Mental health review 2014 (Pledge 90)

<https://www.plymouth.gov.uk/sites/default/files/Mental%20Health%20Review%20%28Pledge%2090%29.pdf>

National Child Measurement Programme Report 2015/16

<https://www.plymouth.gov.uk/sites/default/files/Plymouths%20National%20Child%20Measurement%20Programme%20Report%202015-16%20Final%20v1.0.pdf>

## Physical activity needs assessment for Plymouth 2015 to 2018

[https://www.plymouth.gov.uk/sites/default/files/Physical%20activity%20needs%20assessment%20V3\\_Aug2015.pdf](https://www.plymouth.gov.uk/sites/default/files/Physical%20activity%20needs%20assessment%20V3_Aug2015.pdf)

The full list can be found here:

<https://www.plymouth.gov.uk/publichealth/factsandfiguresjointstrategicneedsassessment>











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